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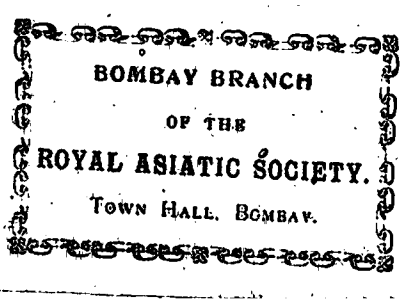

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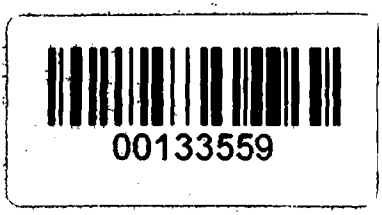
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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E.
WILLIAM RATHBORNE, Esq., M.P.
A. H. CAMPBELL, Esq.
J. M^c MACLEAN, Esq., M.P.
Colonel L. CONWAY-GORDON.

Members.

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JAMNADAS LULOOBHAI, Esq.
THE STANDARD LIFE ASSURANCE CO.
THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE NEW ORIENTAL BANK CORPORATION, LIMITED.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE BANK OF CHINA, JAPAN AND THE STRAITS, LIMITED.
THE G. I. P. RAILWAY COMPANY.
THE B. B. & C. I. RAILWAY.
THE P. & O. S. N. COMPANY.
THE AUSTRIAN LLOYD'S S.N. COMPANY.
THE RUBATTINO S. N. COMPANY.

RETIRING COMMITTEE.

The Hon'ble L. R. W. FORREST, *Chairman.*
J. L. SYMONS, Esq., *Deputy Chairman.*

LT.-COLONEL W. S. S. BISSET, R.E., C.I.E. ..... } *Members.*
W. R. MACDONELL, Esq. .....
A. PALLIS, Esq. .....
W. GREAVES, Esq. .....
[1]D. JACKSON, Esq. .....
[2]M. C. TURNER, Esq. .....
[3]A. ABERCROMBIE, Esq. .....

COMMITTEE FOR 1892.

The Hon'ble L. R. W. FORREST, *Chairman.*
J. L. SYMONS, Esq., *Deputy Chairman.*

G. A. BARNETT, Esq., C.I.E. ..... } *Members.*
R. S. CAMPBELL, Esq. .....
R. H. MACAULAY, Esq. .....
H. W. ULOTH, Esq. .....
J. C. BERGENDAHL, Esq. .....
D. H. GLADE, Esq. .....
G. C. SCARAMANGA, Esq. .....

Mr. H. Chalmers, Mr. J. Janni and Mr. J. Black, who were appointed members of the Committee for the year having resigned office on proceeding to Europe in February, April and May, respectively, [1]Mr. D. Jackson, [2]Mr. M. C. Turner, and [3]Mr. A. Abercrombie were appointed to fill the vacancies on the Committee.

PUBLIC HOLIDAYS
FOR THE YEAR 1892.

Sanctioned by Government under Section 25 of Act XXVI. of 1881, entitled the "Negotiable Instruments' Act, 1881":—

New Year	1st January	Friday	1 Day.
Holi	12th March	Saturday	1 ,,
Ramnavami	5th April	Tuesday	1 ,,
Easter	15th & 16th April	Good-Friday and Sat.	2 Days.
Queen's Birthday.	24th May	Tuesday	1 Day.
Mohurrum	4th August	Thursday	1 ,,
Cocoanut Day	8th August	Monday	1 ,,
Gokul Ashtami	15th August	Monday	1 ,,
Ganesh Chaturthi.	26th August	Friday	1 ,,
Parsi New Year	16th & 17th Sept.	Friday and Saturday	2 Days.
Dussera	1st October	Saturday	1 Day.
Dewali	20th & 21st October.	Thursday and Friday	2 Days.
Christmas	24th, 26th & 27th Dec.	Saturday, Monday and Tuesday	3 Days.
New Year	31st December	Saturday	1 Day.

Note.—Good-Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments' Act, and are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES
FOR THE YEAR 1892.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1892 :—

New Year	1st January	Friday	1 Day.
Holi	12th March	Saturday	1 ,,
Easter	15th April	Good-Friday	1 ,,
Mohurrum	4th August	Thursday	1 ,,
Cocoanut Day	8th August	Monday	1 ,,
Gokul Ashtami	15th August	Monday	1 ,,
Ganesh Chaturthi.	26th August	Friday	1 ,,
Parsi New Year's Day	16th September	Friday	1 ,,
Dussera	1st October	Saturday	1 ,,
Dewali	20th & 21st October.	Thursday and Friday	2 Days.
Christmas	26th December	Monday	1 Day.

By order of the Committee,

JOHN MARSHALL,
Secretary.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on 10th February 1892.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine Members, consisting of the Chairman and

Deputy Chairman of the Chamber and seven Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee : the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railway and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being,

and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy elivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 P.M. on the second day of the ballot, shall open the Box and declare the result.
6. The candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the Candidates the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891:—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January, 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Damodher Gokuldas, of Messrs. Morarji Gokuldas & Co.
„ Mowji Premjee Toolsidas, of Premji Toolsidas, Esq.
„ Purshotam Cooverjee, of Tricamdas Purshotam, Esq.
„ Ramjee Lakhmidas.
„ Hemraj Canji.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
„ Canjee Dharamsey, of Kalidas Dharamsey, Esq.
„ Ruttonsey Damodher, of Megjee Hemraj, Esq.
„ Dharamsey Kallidas, of Ranchod Kallidas, Esq.
„ Purshotam Govindjee.
„ Burjorjee Cawasjee, of Cawasjee Temuljee, Esq.
„ Jivram Vishanjee, of Jagjeewan Govindjee, Esq.
„ Rowjee Naranjee, of Ruttonsey Canjee. Esq.
„ Liladhur Jeyram Naranji, of Messrs. Vishram Mowji & Co.
„ Narandas Thakersey Moolji, of Messrs. Thakersey Mulji Sons & Co.
„ Madhowjee Thakersey.
„ Laljee Jivraj, of Ghella Dayal, Esq.
„ Vishanjee Purshotam, of Megji Govind, Esq.
„ Jadowjee Jagjeewan, of Jagjeewan Hemraj, Esq.
„ Purshotam Govindjee, of Damodher Haridas, Esq.
„ Chaturbhoj Shivjee, of Gokuldas Shivjee, Esq.
„ Purshotam Naranjee.
„ Vithaldas Khetsey, of Purshotam Lakhmidas, Esq.
„ Mathradas Mowjee, of Gokuldas Morarji, Esq.
„ Jivandas Tricumdas.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. E. Procter, of Messrs. Killick, Nixon & Co.
„ A. F. Beaufort, of Messrs. Lyon & Co.
„ C. H. Armstrong, of Messrs. Lyon & Co.
„ M. F. Reid, Bombay Company, Limited.
„ J. L. Symons, of Messrs. Finlay, Muir & Co.
„ J. Fairclough, of Messrs. Finlay, Muir & Co.

Mr. W. Brown, of Messrs. Finlay, Muir & Co.
" G. Otte, of Messrs. A. Blascheck & Co.
" C. Douglas, of Messrs. Ritchie, Steuart & Co.
" L. B. Ker, of Messrs. Ritchie, Steuart & Co.
" Frank M. Flower, of Messrs. Edward Bates & Co.
" A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
" J. Black, of Messrs. Latham, Abercrombie & Co.
" J. Ellinger, of Messrs. Kerr, Tarruck & Co.
" T. Sharples, of Messrs. Kerr, Tarruck & Co.
" G. C. Mackay, of Messrs. Thos. G. Hill & Co.
" A. Pallis, of Messrs. Ralli Brothers.
" C. Greenway, of Messrs. Ralli Brothers.
" J. Brandenburg, of Messrs. E. Spinner & Co.
" R. S. Campbell, of Messrs. W. & A. Graham & Co.
" R. Wehrli, of Messrs. Volkart Brothers.
" E. Miller, of Messrs. C. Macdonald & Co.
" J. W. Brown, of Messrs. C. Macdonald & Co.
" F. W. Shaw, of Messrs. John Fleming & Co.
" Charles H. Ross, of Messrs. N. P. Nathan's Sons.
" J. P. Cornforth, of Messrs. Aldridge, Salmon & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be rupees fifteen, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of Measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 26th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	¼
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

Per Cent.

23. On bills of exchange returned, noted or protested ... ... ¼
24. On granting and cashing letters of credit 1
25. On depositing Government paper as security for constituents. ½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight 2½
"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."
Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.
28. On collecting freight 2½
29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 2½
30. On shipping goods of every description on which no commission for the purchase has been charged 1
31. On shipping treasure, bullion, and jewellery ... ... ⅛
32. On ship's disbursements when not in funds 1
33. On account of passage-money, whether the same passes through the Agent's hands or not 5
34. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
35. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 1
36. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 1
If Opium, Indigo, Raw Silk or Silk Goods ... ... ½
If Treasure, Precious Stones, or Jewellery ... ... ¼
37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter-party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the Net Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the remeasurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton but in no case to exceed 20 cwt. dead-weight.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	....	50 feet.
Apparel...	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla ..:	16 cwt.	...	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Barley (in bags)	...	15 cwt.	...
* Bran in bags (pressed) ...	...	12 cwt.	...
Do. do. (unpressed)...	...	11 „	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 cwt.
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 cwt.

* *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45×26 inches.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils ...	40 feet.	...	8 cwt.
Colocynth, in cases ...	40 feet.	...	50 feet.
Colombo Root, in bags ...	8 cwt.	...	14 cwt.
Copra, in robins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	...	12 cwt.
Cut Copra in bags... ...	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed	...	13 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags... ...	16 cwt.	...	20 cwt.
Cubebs	10 cwt.	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	...	20 cwt.
Do. dry	13 cwt.	...	16 cwt.
Dhall, crushed (in bags) ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.
Do. otherwise	16 cwt.	..	20 cwt.
Elephants' Teeth, in cases ...	40 feet.	...	50 feet.
Do. in bundles..	14 cwt.	..	18 cwt.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Elephants' Teeth, loose ...	16 cwt.	...	20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	..	17 cwt.	..
Flour	...	18 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	10 cwt.	...	12 cwt.
Gram (in bags)	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled ...	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ...	5 cwt.	...	7 cwt.
Hides&Skins, in screwed bales	40 feet.	...	50 feet.
Do. loose and in small bundles.	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose... ...	6 cwt.	...	8 cwt.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.
Iron, old...	..	20 cwt.	20 cwt.
Iron rails	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed (in bags) ...	...	17 cwt.	...
Linseed, in bags	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize (in bags)	...	16 cwt.	...
Mother-o'-Pearl, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Mowra Seed, in bags ...	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags ...	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases... ...	40 feet.	...	50 feet.
Nux Vomica, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. gals.
Oil-seeds—			
Castor Seed	14 cwt.	...	17 cwt.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento...	12 cwt.	...	14 cwt.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Plumbago, in bags ...	16 cwt.	...	20 cwt.
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ „)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1¼ „)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	...	16 cwt.
Rhubarb, in cases	40 feet.	...	50 feet.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases.. ...	40 feet.	...	50 feet.
Do. in screwed bales ...	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	40 feet.	..	50 feet.
Sugar, in bags	16 cwt.	..	20 cwt.
Talc	16 cwt.	..	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak : Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags) ...	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks..	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Copper and Yellow Metal (in Cases)...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ..	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales... ...	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)... ...	Cwt.	0	1	0
Do. wet (do. do.)	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)	Cwt.	0	1	0
Ghee...	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ..	Bundle.	0	1	0
Haberdashery and Millinery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage)... ...	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Iron (Loose and in Bundles)... ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	1	4	0
Mace...	Case.	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs...	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts...	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery... ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0

Articles.	How Charged.	Rs.	a.	p.
Pianos	Each	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles)	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring)	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c.	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do.	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases)	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)	Do.	1	6	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

Bombay Port Trust.

BYE-LAWS FOR THE REGULATION AND MANAGEMENT OF THE WET DOCKS.

Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI., the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under section 74 of the same Act.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and ordinarily, *i.e.*, except with Mail Steamers, vessels belonging to regular lines, or under other special circumstances, no vessel shall enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice, or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam power will be employed, and steam vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam power not being provided by the Master of Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness, and supply for use, such (steel wire or other) hawsers as may be required, also guy lines, of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the

Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustee or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein ; the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam ; the jib-boom is to be run in within three feet from the bowsprit cap ; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off ; the main or mizen-boom and stern davits are to be rigged within the taffrail ; the quarter davits and bumpkins rigged in within the beam of the vessel ; and the flukes of the anchors are to be above water ; and immediately after having been brought into Dock the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a vertical position close to the cat-head ; or else, should any anchor be carried man-o'-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

6. All exhaust steam or water from winches or other machines on board vessels in the Docks must be led down the side of the ship to below coping by a hose or other effective appliance.

7. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks ; failing this being done, or whenever necessary, the Dock Officers may employ such number of quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

8. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fairway of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers ; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

9. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

10. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels waiting for berths even without previous

application, and shall be assigned earliest berths after arrival. Steamers belonging to regular lines may, under special agreement, have berths reserved for them called preferential berths.

11. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth if required to a working vessel.

12. A vessel which may have remained in the Dock idle for five days may be ordered out of Dock by the Superintendent, should the space she occupies, whether next to the quay or not, be required.

13. Should a vessel in three weather working days load less than 500 tons, she will be liable to have to give up her berth to a working vessel.

14. Should a vessel in eight days load less than 2,000 tons, she will be liable to be ordered out of Dock.

15. A preferential use of cranes will be given for discharge of import cargo.

16. Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

17. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

18. In the case of vessels arriving in ballast the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

19. Steamers arriving coal-laden and intending to load in Dock shall be allowed to enter the Dock whenever they have discharged not less than 87½ per cent. of their cargo. They shall be allowed to discharge the remaining 12½ per cent. of their cargo in Dock overside into boats on payment of the usual charges. Masters shall furnish to the Dock Superintendent, through their agents, certificates of date and hour when 87½ per cent. of their cargo has been discharged, and the Dock Superintendent shall have the right to verify the correctness of the certificate by examination of boat notes, or otherwise, as he may think fit. Time of discharge of 87½ per cent. of her cargo shall decide the turn a vessel is to take, always provided that she has previously applied for a berth.

20. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

21. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

21A. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Chairman, and, pending the Chairman's decision, he may refuse to allot a berth.

22. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

23. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed, shall haul off when packages weighing over 1¼ tons require to be discharged there from any other vessel.

24. Vessels loading by stage, or by pontoon, or at the "Ibis" wharf, shall get full quay side berth in turn when one becomes vacant in preference to other vessels that have not entered the Dock.

25. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent, or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another, such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

26. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers, and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the Ship's Officers are alone responsible.

26A. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay side berth in Dock. One light to be fixed at the ship end of the gangway and one at the quay end of the said gangway.

27. On a vessel entering the Dock, the berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of an Assistant Dock Master or Berthing Master being afforded if requested. The same assistance will also, if requested, be given in the case of a vessel leaving the Dock. It must, though, be distinctly understood that the official so sent to assist does not take any pilotage charge or any responsibility, and is only present to advise as to what appears to him to be the readiest means and use of appliances by which to reach or leave the berth allotted to the vessel.

28. No vessel shall be permitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the Master is on

board and in actual command, the only exceptions to this being when the Chief Officer holds a Master's Certificate, or this not being so, in case of the death of the Master, or when, owing to his serious illness, he is unable to perform his duties.

29. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading, and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

30. The Dock Superintendent may himself, or through the Dock Master or other officer, direct any vessel to move from one berth in the Dock to another, provided that a vessel having a Quay side berth (unless occupying a preferential berth under the provisions of Bye-law No. 25, or having only one hatch to load up), shall not be shifted to a stage or pontoon berth, and provided that the berth to which such vessel is about to be shifted is vacant. The Trustees shall remove free of charge to the new shed or quay (or in the case of a vessel occupying a stage or pontoon berth into boats alongside as they may decide) such cargo as may have been brought for the vessel before the transfer to the new berth. The Trustees will not be responsible for any necessary delay which may be caused to a vessel in effecting a transfer under this Bye-law or under Bye-law No. 25.

30A. A vessel desiring to discharge coal overside, may be allowed to do so, should the Dock Superintendent be able to allot a berth, where injury is not likely to be done to another ship or to cargo by coal dust, but should, before the whole of the coal is discharged, there be, in the opinion of the Dock Superintendent, a prospect of injury from its dust, the vessel must be removed either to another berth, should one be available, at which injury from coal dust is unlikely, or, out of the Dock, as the Dock Superintendent may direct.

NOTE.—This is to apply not only to ordinary vessels, but to those of lines having preferential berths, and also to those discharging coal under Dock Bye-law No. 19.

31. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

32. A fair proportion of Quay space, so far as available, shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

33. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double-banked.

33A. Vessels requiring to carry out repairs in the Wet-Docks may do so when a berth can be made available, on condition that when such berth is required for a working vessel it must be at once vacated for an off-side berth.

34. No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour.

34A. No cargo, goods ballast, ashes, or other substance, or rubbish shall be thrown or allowed to fall into the Dock Channels or Dock, or from any Pier or Quay. If, when discharging, unloading, or handling cargo, or otherwise howsoever any cargo, goods, or substance falls as aforesaid, the stevedore and ship's officer in charge of the unloading, and in any other case the person, who for the time being had charge of the cargo, goods, or substance, shall forthwith give notice of the accident and furnish all particulars connected therewith to the Dock Superintendent, and the party or parties whom the Dock Superintendent shall consider responsible shall immediately take measures to have the cargo, goods, or substances taken out of the water. If such party or parties fail to comply at once with such notice as may be addressed to him or them by the Dock Superintendent, the latter may remove the goods at the expense of the defaulting party.

The party in whose charge the cargo, goods, or substances were at the time of the accident, shall be responsible for all damage which may occur in consequence.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT, AND STORAGE OF GOODS ON THE QUAYS, WHARVES AND PREMISES OF THE DOCKS, AND REMOVAL THEREFROM.

35. No person shall without authority pump or throw into the water or deposit on the Quays, in the Sheds, or in any other part of the Dock enclosure, any ashes, bilge-water, cinders, dirt, dung, dust, rubbish, sewerage, refuse or shavings.

36. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other low-sided boats, but into boats with sides of sufficient height to prevent any of the cargo falling overboard into the Dock.

37. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood, or other like material, to fall into any Dock, Basin or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

38. No stages, planks, or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Dock Superintendent; and when the discharging or loading is completed, they shall be replaced on the Quay as the Dock Superintendent may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks or poles not provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

39. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

40. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

41. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

42. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connection with the landing or shipping of cargo.

43. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the Master of such vessel or of a licensed Stevedore or Muckadam. Such Master, Stevedore or Muckadam shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessel when discharging.

44. Masters of vessels and the Stevedores or Muckadams, who may be employed on such vessels, shall see and be severally personally responsible, that goods weighing over 1½ tons are not hoisted by the ordinary 30 cwt. Dock cranes.

When the Dock cranes are used for lifting anything they must be used alone, no other lifting gear being used in conjunction with them on any lift.

45. No Stevedores or Muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock; and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock Officials regarding cargo or cranes must be made by the ship's Officers.

46. No license shall be issued to any Stevedore or Muckadam who shall not undertake to employ, and every licensed Stevedore and Muckadam shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, *viz.*, one foreman in the hold who shall look after the coolies and supervise the slinging or unslinging, and who, whenever a vessel is taking in cargo in the between-decks alone, shall see that the between-deck hatchways that are provided with cross beams and fore and aft beams have all such beams fixed in their proper places, and that the hatches are properly put on before commencing work; and the other foreman on deck who shall see that the crane chain is not taken out of

the square of the hatchway, and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches, and shall see that the men keep out of danger on deck and do not stand under the hoist. It shall also be the duty of the foremen, when work is stopped for the day or night, to look round and see that no one has remained in the hold.

47. The Masters of vessels shall be responsible that proper lights are provided in those parts of the ships where work is going on in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

48. Stevedores and Muckadams shall be severally personally responsible that no work in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, be carried on by men employed by them unless proper and sufficient lights are provided.

49. No cargo shall be discharged from, or loaded into, any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

50. No Stevedore, Muckadam, or contractor, or foreman of such Stevedore, Muckadam, or contractor, permitted as aforesaid to superintend the working of cargo, or servant of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted :—

(1) That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2) After the sling has been made up and with the first strain on heaving up that the running loop is well beaten home with a wooden bar so as to make the grip secure.

51. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

52. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to Consignees, the Master of the vessels shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

52A. The Docks Superintendent may prohibit the landing of lifts over 5 tons except by the Dock Cranes if he considers that the Dock traffic will be seriously impeded thereby.

53. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into

the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

NOTE.—This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to safety cartridges, safety fuses for blasting, railway fog signals or percussion caps.

53A. Turpentine must not be landed on the Dock wharves, but must be discharged overside into boats; but in cases in which arrangements are made to carry the turpentine direct from the ship to beyond the Dock premises without depositing it in the Docks, the Dock Superintendent may give permission to do so.

54. All vessels using the Prince's Dock, before entering and while in Dock, shall secure under lock and key, in suitable cases or magazines in a safe place set apart for that purpose, all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

55. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner.

NOTE.—This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to safety cartridges, safety fuses for blasting, railway fog signals or percussion caps.

56. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

57. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, or other goods of a dangerous nature, shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers; and in the event of such goods having been so placed by authority, they shall be removed from the Quays within two hours after notice from the Dock Officers, and, if not so removed, the Dock Officers may remove them at the cost of the Owner; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the owners of such goods, or the Master of the vessels; and, failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense.

58. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent shall be removed or loaded within forty-eight hours afterwards; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

59. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

60. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances, and enclosing any documents which will show the title.

to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

61. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

62. Consigness applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agent of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order, and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

63. No person shall remove from the Wharves or Sheds any goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

64. No Delivery Order can be received until the Manifest of the cargo, duly certified by the Captain, has been deposited in the Dock Office.

65. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such package without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

66. Packages which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee or Agent.

67. Goods taken delivery of but not removed from the Dock enclosure shall lie at the risk of the Owner or Consignee.

68. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

69. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

70. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same

in charge of the Dock Superintendent, in which case it must be separately noted in the Manifest or list of cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof. In like manner shippers of the articles enumerated in this Bye-law must make their own arrangements to ship them.

71. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

72. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

73. No stop for freight can be received after the goods have been transferred or a warrant granted.

74. The Trustees are not responsible for detention or delay of vessels, barges, lighters, or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock, or for dead freight delay in the shipment or discharge of goods owing to a glut of vessels or goods, or other circumstances beyond the control of the Trustees, or for a stoppage in the delivery of goods from any of the like causes.

75. No person, unless duly permitted by the Dock Superintendent or Dock Master, shall take inside the Dock premises Carpenters' tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

76. Goods for shipment will not be put on board until the Customs Export Note and the shipping order are produced. The Trustees' receipt for wharfage and shipping charges must also be produced, but in order to prevent detention in loading, the Dock Superintendent may ship cargo before the Trustees' charges are paid, retaining Mates' receipts as security for payment of such charges.

77. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time, nor under any shed, so as to prevent the free working of the gates.

78. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

79. Every barge or cargo boat remaining in the Dock more than twelve hours after having received or discharged her cargo will be subjected to a charge as under for every day or part of a day while she shall so remain:—

	Rs.	a.
Cargo Boat or Barge up to 15 tons	0	8
Do. above 15 and up to 25 tons	0	12
Do. above 25 tons	1	0

80. The admission of carts and carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers.

81. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

82. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

83. Only the crews of vessels in Dock, and labourers or other persons in the Service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

84. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

85. Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New-Year's Day, Good Friday, the Sovereign's birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

86. Application to work at night, or on Sundays, or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

87. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

88. No claim for refund of any rates or charges paid at the Dock will be admitted if not made within two months from date of claim accruing, nor will any refund be made of sums under Rs. 2.

WITH RESPECT TO THE PIERS, WHARVES, QUAYS, DOCK PREMISES AND CHANNELS, AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

89. The crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

90. Any anchor dropped in or near the Dock Channel or Entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

91. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

92. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

92A. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

93. Whilst a vessel is in Dock, the Master of some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

94. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

95. When berthed or moored in the Dock a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ships' propellers either by hand or steam.

96. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

97. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or

Quays, or to the pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provied for the purpose.

98. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master or the Dock Superintendent, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats, nor on the Quays.

99. All boats, barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

100. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

101. Bells are not to be struck to denote the hour on board ships in Dock.

102. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock.

103. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

104. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

105. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employe of the Trust in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

With respect to Fires and Lights.

106. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

107. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches or other inflammable articles on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

108. Fires of coal, charcoal, or coke may be used in the cabins, deckhouses, forecastles and cabooses of vessels in Dock between 5 o'clock A.M., and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Port Officer.

109. Fires for donkey engines, steam winches, and protable forges are also permitted during working hours and for ships' engines for a reasonable period (say three hours) before a ship leaves, and (say two hours) after a vessel is berthed in the Dock.

110. All lights, whether oil lamps or candles, used on board vessels in Dock, except as mentioned in Bye-law 111, shall be in globes or secured lanterns.

111. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair or in duties connected therewith.

112. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks or on the Dock premises.

113. All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master, by 10 o'clock A.M., on the following day.

114. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

114A. No vessel having on board more than 100 native passengers who have arrived from, or are proceeding to, Hodiedah, Camaran, or Jeddah, shall be allowed to enter either of the Wet-Docks.

Bye-Laws for the Government of the Merewether Dry Dock, made under Section 73 *of the Bombay Port Trust Act,* 1879, *and approved by Government under Section* 74 *of the same Act (to be inserted between* 114-*A and* 115 *of the Wet Dock Bye-Laws and No.* 115 *to be re-numbered* 135*).*

115. Applications to dock vessels in the Dry Dock shall be made in writing to the Docks Superintendent in the printed form attached (Appendix C), which will be obtained at the Docks Superintendent's Office; and on payment of a deposit of Rs. 50 for each vessel, such applications shall be entered in the order in which they are received in an Entry List. Any steam vessel, but not a sailing vessel, may be entered for docking before her arrival, but no entry will be available for more than 21 days from the date of the application. The deposit paid in respect of any such vessel shall be forfeited in the event of such vessel not being ready to enter the Dry Dock within such period, provided that if such vessel be lost before the expiration of 21 days the deposit in respect of such vessel shall be returned.

116. No vessel shall be entitled to be admitted into the Dry Dock without having the time and manner of her entry into and of her remaining in the Dry Dock previously regulated at the Office of the Docks Superintendent in books to be kept there for that purpose. The Master of a vessel shall, therefore, as soon as practicable after her arrival in the Port of Bombay, submit an application, under his own signature, for regulation in the form attached (Appendix D).

117. Until the Docks Superintendent shall have issued to the Master a regulation order in the form attached (Appendix E), no such

application as aforesaid shall be deemed to have been accepted and no regulation as to the time and manner of the entry of a vessel into the Dock or of her remaining there shall be deemed to have been made. And no such regulation shall at any time be deemed to have been made which is not in conformity with the contents of the said order.

118. Prior to the time arranged for the admission of any vessel into the Dry Dock the following preparations must be carried out on board the vessel, *viz.* :—

Suitable hawsers and heaving lines must be in readiness on each side fore and aft and gantlines rove for mast-head pendants.

The vessel must be trimmed upright and as near as possible on even keel and the bilges must be perfectly dry fore and aft and kept so, and they must be kept clear for inspection.

The ballast tanks must either be full with their doors properly secured or quite dry with their doors off ready for examination.

The vessel's crew shall render every assistance when docking, and undocking, and in case extra hands are required on board they shall be provided at the vessel's expense.

If so required by the Dock Officers the awnings shall be furled.

119. The vessel may, if considered necessary, be inspected by a Dock Officer, and should he find that any of the abovementioned instructions have not been carried out, the vessel may be refused admission into the Dry Dock, and all expenses incurred in consequence shall be borne by the vessel.

120. The Master of a vessel regulated for the Dry Dock shall make his own arrangements for the moving of his vessel from her berth in the Harbour or in the Wet Docks to the entrance of the Dry Dock, and in like manner when undocking for the moving of his vessel from the Dry Dock entrance to her berth in the Harbour or in the Wet Docks. Should a tug $\frac{\text{and}}{\text{or}}$ a pilot be required in moving a vessel, the expenses in connection with the employment of a tug $\frac{\text{and}}{\text{or}}$ a pilot shall be borne by the vessel.

121. Save as hereinafter mentioned no vessel shall remain in a Dry Dock longer than the time for which such vessel shall have been regulated. If before the expiration of the time for which a vessel has been regulated the Docks Superintendent shall be satisfied on written application to be made to him for that purpose, that circumstances not known when the vessel was regulated or beyond the control of the parties engaged in the work will prevent the completion within the period for which the vessel was regulated of work which can only be done in a Dry Dock, a new regulation may, if the Docks Superintendent thinks proper, be made for such further time ; but no vessel shall be allowed to remain in the Dry Dock for more than three days without special sanction from the Chairman of the Trust.

122. The Owner, Managing Owner, Agent or Master of a vessel which shall remain in the Dry Dock after the expiry of the time for

which such vessel shall have been regulated or re-regulated, as the case may be, shall, in addition to the penalty not exceeding one hundred rupees which may be inflicted upon him under No. 135 of these bye-laws for infringing the last preceding bye-law, be liable to a penalty not exceeding fifty rupees per diem for every day after which notice of the said infringement shall have been given by the Trustees to such Owner, Managing owner, Agent or Master. The infliction of a penalty or penalties as aforesaid shall not affect the right of the Trustees to receive the rates chargeable under scale at the time in force for the occupation and use of the Dry Dock for the whole time the vessel has remained therein.

123. In regulating the admission of vessels into the Dry Dock, the Docks Superintendent shall be at liberty, with the approval of the Chairman, to give priority of regulating to such vessels as shall require the use of the Dock for the least time not exceeding 24 hours without regard to the order in which such vessels stand on the list. But no vessel to which priority shall have been given under this provision shall be entitled under any circumstances to remain in the Dry Dock beyond the time for which see was regulated.

124. If any vessel shall not leave the Dry Dock at the expiration of the period for which she was regulated or re-regulated, the Docks Superintendent, whether such vessel may or may not be then water-tight or capable of being floated, may, at the risk of the owner of such vessel, lift the caisson of the Dry Dock to let out any other vessel therein or to admit any other vessel thereto, or the Docks Superintendent may at his option remove any such vessel and recover from the owners all the expenses incurred in so doing, including the cost of making the vessel water-tight if necessary.

125. The Docks Superintendent may in his discretion allow any vessel which shall have put back in a damaged condition or which shall under any other circumstances be in such a condition as may in his judgment render her immediate admission to the Dry Dock actually necessary, to enter the Dry Dock in priority to all other vessels standing on the Regulating List.

126. Blocks, shores and stages will be provided by the Board as follows:—

Blocks.—One set for the length given at the time of regulating.

Bilge Shores.—In such number as may be required.

Horizontal Shores.—Two for every fifteen feet of the length given at the time of regulating.

Stages and Stage-ropes with poles or outriggers.—A sufficient number to make one tier of stages round the vessel.

No person shall use or take away any such block, shore, stage, pole, rope, or other article belonging to the Trustees without permission of the Trustees' officer in charge of the Dock, and every person using or taking away such block, shore, stage, pole, rope, &c., shall return and replace the same.

127. No person shall destroy, cut, or otherwise damage or allow to go adrift any article belonging to the Dry Dock, nor throw down timber or other heavy thing upon the steps and stonework nor pass the same into or out of the Dock otherwise than by the means prepared for that purpose.

128. No ballast, coals or any weights shall be shifted in or taken on board a vessel during the time she is in the Dry Dock.

And no outboard work shall be carried on in regard to a vessel during the time she is being docked or undocked. The Owner's Agents for or Masters of vessels and employers of labourers shall be responsible for any offence against this bye-law.

129. No one shall be allowed to undertake any work in connection with vessels in the Dry Dock until he shall have been licensed by the Trustees, and if at any time afterwards any such licensee shall be found guilty of breaking or evading the bye-laws of the Trust, or if he shall be found to execute any work carelessly or negligently or to make use of any bad material, appliances or fitting for the purpose of such work or to be slow in the execution of such work, his license may be revoked, in which case he will not afterwards be allowed to perform any work in connection with vessels in the Trustees' Dry Dock.

130. Every license shall be granted for a period of one year only and shall be renewable at the option of the Trustees who may refuse renewal in any case without communicating their reasons for such refusal.

131. A licensee shall be bound to employ foremen and tindals of experience to supervise the work that such licensee may be carrying on in the Dry Dock, and the licensee, his foremen and tindals shall be bound to use every reasonable means for preventing accidents to the men employed under them.

132. A licensee shall be responsible for the Dock gear in his use and shall at once bring to notice any damage done to such gear beyond ordinary wear and tear and shall make good damage according to the assessment of the Engineer of the Trust and shall return the gear when done with and arrange it in good order convenient for issue in accordance with the order of the Dock Officer in charge of the gear.

133. The acceptance of such gear by the licensee shall be taken as an assurance that he has satisfied himself that the gear is in sound and serviceable condition and in every respect fit and suitable for the purpose for which he will use it; and the licensee shall be at liberty to subject the gear to reasonable tests in order so to satisfy himself.

134. A licensee shall be responsible for the cleaning of the Dry Dock and for the conveyance of the rubbish to such places as may be pointed out by the Dock Officers.

PENALTIES.

135. Any person convicted of having committed a breach of any of the foregoing Bye-laws shall be liable to a penalty not exceeding (100) One Hundred Rupees. *(Section 75 of Act VI. of 1879.)*

(APPENDIX A.)

(*a*) *For all Vessels.*

To

THE DOCK MASTER OF THE

PRINCE'S AND VICTORIA DOCKS, BOMBAY.

SIR,

I have the honour to request that the undermentioned vessel, of which I am Master, may be received into Dock on the_____or as soon as practicable.

Name of Ship or Steamer_____

Do. of Owners_____

Description of Cargo_____

Gross Register Tonnage_____

Net do. do. _____

Exact present draught of water to inches_____

Deep load do. do. _____

Ballast do. do. _____

Extreme length of vessel over all, including Bowsprit if any } _____

Do. breadth do. do. _____

Has *not** Steam appliances for warping, &c.

Has *not** engaged a Steam Tug.

I hereby certify that the above information is correct, I am aware that there are preferential berths subject to Bye-law No. 25 and that I have received a copy of the Dock Bye-laws.

BOMBAY HARBOUR, } *Master of the*

_____189 . } S._____

(*b*) *For Vessels coming into Dock direct from sea.*

The following is to be substituted instead of the first sentence beginning "I have the honor, &c." :—

"I have the honor to forward particulars of the undermentioned vessel, of which I am Master, now in Dock."

The words "has not engaged a steam tug" are to be deleted.

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* These negatives may be erased if necessary.

(APPENDIX B.)

PRINCE'S AND VICTORIA DOCKS OFFICE,

Permit subject to the Bye-laws of the Port Trust.

*Bombay,*_____189 .

The S._____will be received into Dock at about_____M. on the_____ 189 , and should be brought into the Dock Channel under the directions of_____not later than_____M., and will be placed alongside the_____Quay or Wharf at No._____ berth.

Dock Master.

To

THE COMMANDER OF THE S.

By order of the Trustees,
F. G. DUMAYNE,
Secretary.

(APPENDIX C.)

To

THE DOCKS SUPERINTENDENT,
BOMBAY PORT TRUST.

SIR,

I have to request that the undermentioned vessel may be received into the Dry Dock on or about the

Name of Vessel.
Name of Owner.
Description of work to be done in Dry Dock.
For how many days the use of the Dock will be required.

Signature of Applicant.

*Date*_____

NOTE.—A deposit of Rs. 50 must be lodged with the Docks Superintendent when making this application. The deposit will be forfeited if the vessel is not ready to dock within 21 days of the date of application.

(APPENDIX D.)

To

THE DOCKS SUPERINTENDENT,

BOMBAY PORT TRUST.

SIR,

I have to request that you will arrange to take the undermentioned vessel, of which I am Master, into Dry Dock :—

Name of Vessel.
Length.
Beam.
Depth of Hold.
Gross Tonnage.
Draft forward.
Draft aft.
Date and hour when Vessel will be ready to dock.
Description of work to be done in Dock.
For how many days the use of the Dock will be required.

I hereby agree to accept the terms and conditions imposed by the Bye-laws for the regulation of the Trustees' Dry Dock.

Signature
Master, S. S.

BOMBAY,_____189 .

(APPENDIX E.)

To

THE COMMANDING OFFICER, S, S. "

SIR,

Arrangements have been made for the admission of the S. S. " " into the Dry Dock at M. on the day of

Your attention is invited to Nos. 118 and 119 of the Trustees' Bye-laws which are as follows :—

"118. Prior to the time arranged for the admission of any vessel into the Dry Dock the following arrangements must be carried out on board the vessel :

"Suitable hawsers and heaving lines must be in readiness on each side fore and aft and gantlines rove for mast-head pendants.

NOTE.—Special notice must be given of any peculiar construction of keel or bottom.

"The vessel must be trimmed upright and as near as possible on even keel and the bilges must be perfectly dry fore and aft and kept so, and they must be kept clear for inspection.

"The ballast tanks must either be full with their doors properly secured or quite dry with their doors off ready for examination.

"The vessel's crew shall render every assistance when docking and undocking, and in case extra hands are required on board they shall be provided at the vessel's expense.

"If so required by the Dock Officers, the awnings shall be furled.

"The vessel may, if considered necessary, be inspected by a Dock Officer, and should he find that any of the abovementioned instructions have not been carried out, the vessel may be refused admission into the Dry Dock, and all expenses incurred in consequence shall be borne by the vessel."

The vessel shall undock at M. on the day of and water will be let into the Dock at M. on that day before which the vessel's officers shall satisfy themselves that sea-cocks, bilge-holes, and other apertures in the vessel's bottom are securely closed.

Notice must be given by you to the Dock Master of the exact time your vessel will be undocked in order that he may make his arrangements.

By Order,

A. SMYTHE,
Acting Secretary.

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND IMPORTATION OF GUNPOWDER AND OTHER EXPLOSIVES.

In exercise of the powers conferred by Section 5 of the Indian Explosives Act, 1884, the Governor-General in Council is pleased to make the following rules to regulate the transport and importation of explosives.

These rules extend to the whole of British India, but nothing in the rules relating to the transport of explosives shall apply in any Port as defined in the Indian Ports Act, 1875, for which the Local Government may have made or may make special rules under the Indian Explosives Act, 1884, to regulate the transport of explosives therein.

PRELIMINARY.

Section 14 of the Indian Explosives Act IV. of 1884.

Nothing in this Act shall apply to the manufacture, possession, use, sale, transport, or importation of any explosive—

(*a*) by order of the Government, or

(*b*) by any person employed under the Government in the execution of this Act, or as a keeper of a magazine, artizan, soldier, sailor, policeman or otherwise, or enrolled as a Volunteer under the Indian Volunteers Act, 1869, in the course of his employment or duty as such.

RULES.

1. For the purposes of these rules, explosives shall be classified as follows, namely :—

Class 1	... ...	Gunpowder.
Class 2	... ...	Nitrate-mixture.
Class 3	... ...	Nitro-compound.
Class 4	... ...	Chlorate-mixture.
Class 5	... ...	Fulminate.
Class 6	... ...	Ammunition.
Class 7	... ...	Firework.

And when an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

CLASS 1.—*Gunpowder Class.*

The term 'gunpowder' means exclusively gundowder ordinarily so called.

CLASS 2.—*Nitrate-mixture Class.*

The term 'nitrate-mixture' means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation, and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate-mixture class comprises such explosives as—

Pyrolithe,
Pudtolithe,
Poudre saxifragine,

and any preparation coming within the above definition,

CLASS 3.—*Nitro-compound Class.*

The term 'nitro-compound' means any chemical compound possessed of explosive properties, or capable of combining with metal to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions :—

Division 1 comprises such explosives as—

Nitro-glyce
Dynamite,
Lithofracteur,
Dualine,
Glyoxiline,
Methylic nitrate,

and any chemical compound or mechanically mixed preparation which consists either wholly or partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Gun-cotton, ordinarily so called,
Gun-paper,
Xyloidine,
Gun sawdust,
Nitrated gun-cotton,
Cotton gunpowder,
Schultz's powder,
Nitro-mannite,
Picrates,
Picric powder,
Tonite (or cotton-powder),

and any nitro-compound, as before defined, which is not comprised in the first division.

CLASS 4.—*Chlorate-mixture Class.*

The term 'chlorate-mixture' means any explosive containing a chlorate.

The chlorate-mixture class has two divisions :—

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's blasting powder,

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Horsley's original blasting powder,
Erhardt's powder,
Reverley's powder,
Hochstadtor's blasting charges,
Reichen's blasting charges,
Teutonite,
Chlorated gun-cotton,

and any chlorate-mixture as before defined, which is not comprised in the first division.

CLASS 5.—*Fulminate Class.*

The term 'fulminate' means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which, from its extreme sensibility to explosion, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

This class consists of two divisions :—

Division 1 comprises such compounds as the fulminates of silver and of mercury, and preparations of these substances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorous, or certain descriptions of phosphorous compounds with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphurate, with or without carbonaceous matter.

Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazobenzol, and the nitrate of diazobenzol.

CLASS 6.—*Ammunition Class.*

The term 'ammunition' means an explosive of any of the foregoing classes when enclosed in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charge for small-arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a percussion cap, a detonator, a fog signal, a shell, a torpedo, a war rocket, or other contrivance other than a firework.

The term 'percussion cap' does not include a detonator.

The term 'detonator' means a capsule or case which is of such strength and construction, and contains an explosive of the fulminate-explosive class in such quantity that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

The term 'safety fuze' means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

The expression 'safety cartridges' means cartridges for small-arms of which the case can be extracted from the small-arm after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges.

The ammunition class has three divisions :—

Division 1 comprises exclusively—

Safety cartridges.
Safety fuzes for blasting.
Railway fog signals.
Percussion caps.

Division 2 comprises any ammunition, as before defined, which does not contain its own means of ignition and is not included in Division 1, such as—

Catridges for small-arms, which are not safety catridges,
Catridges and charges for cannon, shells, mines, blasting, or other like purposes,
Shells and torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War rockets,

which do not contain their own means of ignition.

Division 3 comprises any ammunition, as before defined, which contains its own means of ignition and is not included in division 1; such as—

Detonators,
Cartridges for small-arms which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,

which do contain their own means of ignition.

By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

CLASS 7.—*Firework Class.*

The term 'firework' comprises firework composition and manufactured fireworks.

Division 1.—The term 'firework composition' means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any coloured fire composition.

Division 2.—The term 'manufactured firework' means explosive of the foregoing classes and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war rocket), maroon, star, lance, wheel, Chinese fire, Roman candle, or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

TRANSPORT.

(*a*)—*Packing.*

2. The following general rules shall be observed with respect to the packing of explosives for conveyance :—

I. Each class of explosive shall be separately packed.

II. An explosive, not being an explosive of the 5th (fulminate) class or of the 2nd and 3rd (divisions of the 6th ammunition) class or of the 1st division of the 7th (firework) class, shall, if not exceeding 5 lbs. in quantity, be contained in a sub-

stantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping.

III. An explosive of the first (gunpowder class), which is intended to be used for blasting purposes, may be carried in barrels covered with waxcloth or gunny.

IV. In every other case the explosive shall be contained in a double package. The inner package shall be a substantial case, bag, canister or other receptacle, made and closed so as to prevent the explosive from escaping, and the outer package shall be a box, barrel, or case of wood or metal or other solid material, and shall be of such strength, construction and character that will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape. Provided as follows :—

(*a*) If the explosive is explosive of the 1st or gunpowder class or is explosive of the 2nd (nitrate-mixture) class or is gun-cotton or other explosive of the 2nd division of the 3rd (nitro-compound) class, the quantity of explosive in any one outer package shall not, in the case of explosive of the first two classes, exceed 100 lbs., and in the case of the last, 50 lbs.; and if the explosive be gun-cotton, it shall be carried thoroughly saturated with water.

(*b*) If the explosive belongs to the 1st division of the 3rd (nitro-compound) class or to the 4th (chlorate-mixture) class, the inner package shall be without any metal in its construction, and the inner or outer package or both shall be thoroughly waterproof. No one of the inner packages shall contain more than 10 lbs., and the aggregate quantity of the explosive in any one outer package shall not exceed 50 lbs.

(*c*) If the explosive belongs to the 5th (fulminate) class, it shall be packed in such manner as the Governor-General in Council may specially direct.

(*d*) If the explosive belongs to the 1st division of the 6th (ammunition) class or is any explosive of the 2nd division, an outer package shall not be required, but it may be contained in quantity not exceeding 100 lbs. in a single package, which shall be a box, barrel, or case not less than $\frac{3}{4}$ths of an inch in thickness, of such strength, construction and character as will not be broken or accidently opened or become defective or insecure whilst being conveyed, and will not allow the explosive to escape.

(*e*) If the explosive belongs to the 3rd division of the 6th (ammunition) class, it shall be packed in a double package. The inner package shall not contain more than 2 lbs. of such explosive, and no more than 50 lbs. shall be contained in the outer package.

(*f*) If the explosive belongs to the 1st division of the 7th (firework) class, it shall be contained in a double

package. The inner package shall be a substantial canister, case, or other receptacle hermetically closed, and containing no more than 1 lb. of explosive, and no more than 20 lbs. shall be contained in outer package, and

(*g*) If the explosive belongs to the 2nd division of the 7th (firework) class, it shall be contained in a box, barrel or case of wood, metal or other solid material, and of such strength, construction and character that it will not be broken or accidently opened, or become defective or insecure whilst being conveyed, and will not allow any explosive to escape, and the quantity of explosive in any one package shall not exceed 100 lbs.

V. Whatever be the amount of the explosive, and to whatever class or division of a class it belongs, the following conditions shall be observed :—

(*a*) The interior of every package, whether single or double, shall be kept free from grit and otherwise clean.

(*b*) Every package, whether single or double, when actually used for the packing of explosive shall not be used for the packing of any other explosive of the same or any other class or for any other purpose.

(*c*) There shall not be any iron or steel in the construction of any such single package or inner or outer package unless the same is effectually covered with tin, zinc or other suitable material.

(*d*) On the outermost package there shall be affixed in conspicuous characters, by means of a brand or a securely attached label or mark, the word " Explosive," followed by the name of the explosive, or other description of the contents, and the name and address of the owners or sender ; and

(*e*) The amount of explosive in any *single* package, or, if there is a double package, in any one outer package, shall not exceed the amount specified in the foregoing rules, except with the consent of, and under conditions to be approved by, an officer appointed by the local Government in this behalf.

3. If any person commits a breach of any of the foregoing rules relating to the packing of explosives for conveyance, he shall be punished with fine which may extend to Rs. 1,000.

(b)—Mode of conveyance.

4. The following general rules shall be observed with respect to the conveyance of explosives :—

I. No explosive shall be conveyed from place to place unless packed in the manner provided for in the forgoing rules.

II. There shall not be conveyed in any carriage or vessel, which is being used for the conveyance of an explosive, any explosive of a different class and divission, of whatsoever nature,

which contains its own means of ignition, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III. No explosive shall be loaded or unloaded except between sunrise and sunset.

IV. Whilst the explosive is being loaded on, or unloaded out of any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion (such as charcoal, lucifer matches, articles for striking a light, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° (Fahrenheit) shall be, or shall be allowed to be, brought, had, or used dangerously near to such carriage, ship, or boat; and no smoking shall be allowed in, on, or dangerously near to the same, provided that when the use of a light for the purpose of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used; and no person, while handling any explosive (except gunpowder explosive of division 1, class 6, or explosive of class 7, if packed in accordance with the packing rules), shall wear boots or shoes with iron or steel nails, heels, or tips.

V. In loading or unloading any explosive, the casks and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stored.

VI. The explosive shall not be conveyed except in the interior of a carriage so enclosed on all sides with wood or metal, or in the hold of a ship or boat having a close deck, so closed as effectually to protect the explosive against accident by fire from without. If the explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin, or other suitable material so as to effectually protect it against communication of fire.

VII. There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is in contact, unless the same be effectually covered with leather, wood, cloth or other suitable material.

VIII. In the stowing of explosive, due precautions shall be taken by means of a partition or otherwise, and by careful stowing, to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously effected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX. The amount of explosive conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs. unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a close deck, so closed as effectually to protect the

explosive against accident by fire from without, in which case the amount of explosive conveyed shall not exceed the following :—

In any one carriage on a railway... 10 tons.
In any one other carriage ... ... 2 „
In any one vessel ... ... 20 „

NOTE.—This rule must in the case of dynamite conveyed by railway be read subject to pargraph XII. of Rule 6.

X. Nothing in the foregoing rules (except Rule 1) shall apply to any explosive of the 1st division of the 6th (ammunition) class, provided all due precautions are taken for the prevention of accidents.

5. The following rules shall be observed with respect to the conveyance of explosives otherwise than by public railway :—

I. No explosive shall be conveyed in a carriage or boat whilst carrying or plying for public passengers, unless the quantity be less than 5 lbs., and notice has been given beforehand to the person in charge of such carriage or boat, provided that there shall not be conveyed in any such carriage or boat, any explosive of the 5th (fulminate) class, or any explosive of the 3rd division of the 6th (ammunition) class or of the first division of the 3rd (nitro-compound) class, except—

i. dynamite, which may be carried in the form of cartridges up to the limit of 5 lbs., provided that no detonators are carried in the same compartment ; and

ii. detonators to the number of 200, provided that the amount of fulminate of mercury in the package or packages containing the detonators shall in no case exceed in the aggregate 3 oz. (a certificate to this effect being given by the Agent of the Company by whom the detonators are tendered for transport), provided also that no dynamite is carried in the same compartment.

II. With respect to the conveyance by carriage or vessel of explosive of the 5th (fulminate) class, or of the 3rd division of the 6th (ammunition) class, or of the 1st division of the 7th (firework) class, or of larger quantities than 5 lbs. of any other explosive, the following regulations shall be observed :—

(1) The person in charge of the carriage or vessel shall not drive or conduct the same in a dangerous or reckless manner, and shall take all due precautions to avoid fire and explosion, and no person shall do any act or thing in relation to the explosive which tends to cause fire or explosion, and is not reasonably necessary for the conveyance of the explosive or for work immediately connected with such conveyance ; and a persod who is intoxicated shall not have charge of any carriage or vessel conveying explosive, and shall not be permitted to be in, or on, or attending, the same.

(2) A person shall not forward to any warehouseman or carrier a consignment of explosive, unless he has given notice to such warehouseman or carrier beforehand, stating the name

and quantity of the explosive proposed to be conveyed, and the name and address of the proposed consignee and has had an intimation that the warehouseman or carrier is prepared to receive the consignment; and a warehouseman or carrier shall not make such an intimation, nor receive such consignment, unless he is prepared to receive it, and forthwith to despatch the same, or to deposit it in a magazine or at a place at which a person is licensed to possess the same.

(3) The carriage or vessel conveying the explosive shall be in charge of, and constantly attended by, some competent person, or by a sufficient number of competent persons, and such persons shall not, if the amount of explosive conveyed exceed 100 lbs., stop or delay for a longer time than may be reasonably necessary, or stop unnecessarily at any place where such stopping would be attended with special public danger.

7. If any person commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives, he shall be punished with a fine which may extend to Rs. 1,000.

REVENUE DEPARTMENT.

Bombay Castle, 24th December 1889.

No. 9724.—In exercise of the powers conferred by Section 5 of the Indian Explosives Act IV. of 1884, the Governor of Bombay in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following rules to regulate the transport of explosives within the limits of the Port of Bombay :—

RULES.

Rules 1, 2, 3, 4, 5 and 7 to regulate the transport of explosives made by the Governor-General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and Government of Bombay Notification No. 3956, dated the 29th June 1887, shall, subject to the following rules, apply to the transport of explosives within the limits of the Port of Bombay :

Rule (*a*).—The master of any vessel arriving with explosives exceeding in weight 100 lbs. on board as cargo shall give notice thereof to the Pilot immediately on his boarding.

Rule (*b*).—No sea-going vessel having explosives on board in excess of 100 lbs. weight, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry the same nearer to the shipping or City of Bombay than one mile eastward of the Middle Ground Battery ; and no vessel shall within such limits take on board from any other vessel more than 100 lbs. weight of explosives or such quantity as with explosives already on board would exceed in weight 100 lbs., excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps.

Rule (*c*).—Every sea-going vessel having more than 100 lbs. of explosives on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry during the

day a square red flag at the fore truck and at night a red light in the same place in addition to the Regulation lights, and every vessel of boat used in transporting explosives, excepting as aforesaid, in the Port of Bombay, shall exhibit on a board or otherwise the word "explosives" painted in white letters a foot long on a black ground on each side of the vessel or boat above the water line. Vessels and boats employed in landing or shipping explosives and having on board more than 100 lbs. explosives, excepting as aforesaid, when required to remain at anchor, shall anchor to the eastward of the shipping and not nearer to any of the shipping than half a mile to the east thereof.

Rule (*d*).—The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any vessel having explosives in excess of 100 lbs. weight on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, or before shipment of any such explosives, to the Port Officer and the Superintendent of Water Police, and the latter shall depute a special officer to remain in charge of such explosives until the same have been deposited in the magazine, or the vessel carrying the same proceeds to sea.

Rule (*e*).—The amount of explosives conveyed in any one vessel or boat at any one time shall not exceed 560 lbs. unless the vessel or boat has a closed deck approved by the Port Officer.

No decked boat or vessel shall carry more than 50 tons of explosives at one time. This rule does not apply to sea-going vessels.

Rule (*f*).—The Port Officer is authorized on occasions when he may deem expedient, to permit ammunition when properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these rules. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going alongside, and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

Rule (*g*).—If any person commits a breach of any of the foregoing rules (*a*) to (*f*) he shall be punished with fine which may extend to one thousand rupees.

By order of His Excellency the Right
Honourable the Governor in Council,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

BOMBAY PORT TRUST.

BYE-LAWS

Made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, *for the safe and convenient use of the Magazine at Siwri for the storage of Gunpowder and other Explosives.*

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the magazine, nor to suffer any person to come within the outer gates who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the magazine.

10. The several persons whose duty obliges them to go into the magazine shall invariably exchange their shoes for magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the magazine, the door in it, on any person entering, is to be shut before that of the magazine is opened ; and the inner door of the magazine is to be shut before the outer one is opened on his going out.

12. The floors of the magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept and kept free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—Precautions Against Fire.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week, to ensure that they are in working order and that the water-supply is sufficient.

17. The person in charge of the magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—Care and Storage of Gunpowder.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows :—

A.—For gunpowder, &c., landed at the magazine for custody pending importation and clearance through the Custom House on payment of duty.

B.—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C.—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20. On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the magazine receipt, and no powder shall be allowed to leave the magazine unless the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above for powder stored under class A, the power shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder-room.

26. No powder shall be passed out of the magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails, or there be any iron or anything objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on an any account be opened in the magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floors; any loose powder is to be carefully swept up, and not suffered to

remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition, a space is to be left between them and the wall of the magazine, to allow of a free circulation of air and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small-arms, especially which contains its own means of ignition, must not be stowed within the same masonry compartments of the magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the magazine.

IV.—Cooperage.

36. All tools, instruments, or other articles used in the magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops of the description used for powder barrels, whether loose or otherwise, is forbidden in the magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

Scale of rates for the wharfage, landing and storage of gunpowder at the Trustees' Magazine at Siwri. :—

	Wharfage.	Landing, storing and delivering.*	Rent for 6 months or part of 6 months.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Case or barrel up to 25 lbs.	0 2 0	0 1 6	0 6 0
Case or barrel above 25 lbs. and up to 50 lbs.	0 3 0	0 2 0	0 12 0
Case or barrel above 50 lbs. and up to 100 lbs.	0 4 0	0 3 0	1 0 0
For every 25 lbs. additional	0 2 0	0 1 6	0 6 0
Percussion caps and loaded cartridges per cubic foot	0 2 0	0 1 6	0 6 0

* Does not include any charge for boat hire.

Charge for loading and unloading carts, one anna per cart.

The following rate in addition to the above rates will be levied when gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner, *viz.* half of the landing, storing and delivering charges.

By order of the Trustees,

G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PILOTAGE BYE-LAWS

Made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879. New Edition published under Government Notification No. 57, dated 23rd July 1890.

PREFATORY NOTES.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office.

3. There shall also be one or more Dock Masters, who shall be under the control of the Port Officer and his Assistant, and who shall have control over the Master Pilots and Pilots when employed on duty in connection with vessels using the Docks.

4. A Harbour Master shall be permanently attached to the Port Office.

There shall be two permanent Master Pilots, who shall do duty alternately at the Wet Docks, to be called No. 2, or the Dock Station, and on board the Pilot Schooner, to be called No. 3, or the Outer Station.

One additional Master Pilot shall be appointed to officiate during the S.-W. Monsoon from 1st June to 30th September, and during that period the three Master Pilots shall do duty in periodical rotation at the Port, Dock and Outer Station.

The Port Office shall be called No. 1 Station.

BYE-LAWS.

REGARDING THE DUTIES OF THE HARBOUR MASTER AND THE MASTER PILOTS.

1. *At the Port Station.*—The Harbour Master's duties shall be to see that all vessels are properly berthed and moored in the Harbour, for which purpose he shall frequently visit and inspect the Shipping and Port generally; to keep the Outer Station informed of berths vacated and available for the several classes of inward-bound vessels; to exercise supervision over the Light Ship, the Anchor Hoy and all launches, boats, buoys, moorings, (including those at the Anchor ground) and to perform the measuring duties. In the event of a fire or an accident to the shipping in the Harbour, he shall attend at the spot, and shall give directions and advice and render assistance. He shall have supervision of the Pilot Schooners which are not in use, and shall assist generally in the management of the Pilot establishment ashore.

The duties of the Master Pilot at the Port Station during the S.-W. Monsoon shall be to convey Pilots to or from the Outer Station when

it is necessary to employ the second Schooner for that purpose, and (when his services may be available) to transport in Harbour such vessels as require to be piloted to or from the different Dry Docks, or from one berth to another.

During the N.-E. Monsoon the general transporting duties in the Harbour shall be performed by the running Pilots.

2. *At the Dock Station.*—The Master Pilot shall, under the orders of the Dock Masters, arrange the position in which vessels intending to enter a Wet Dock are to be anchored off the Dock Channel, and shall transport vessels to and from the Docks as required and assist in docking and undocking vessels.

3. *At the Outer Station.*—The Master Pilot shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station and be responsible and use his utmost endeavours to supply Pilots to in-bound and to receive Pilots from out-bound vessels. He shall keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the Harbour of others not required. He shall remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Master Pilot in the fair season, or during the S.-W. Monsoon when relieved by another vessel.

4. The Master Pilots shall undertake the duties at each of the stations in rotation for such periods as may from time to time be ordered by the Port Officer.

5. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band, 2 inches wide, close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S.-E. 2 miles and the Island of Kundaree bearing S.-E. 5 miles, and the position between these bearings shall be known as the Outer Station.

6. A log or journal, supervised and countersigned daily by the Master Pilot in charge, shall be kept on board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each pilot at the end of his watch, *viz.*—

The state of the weather.

The direction and force of the wind and currents.

The Readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light-Ship.

The depth of water the Schooner is in, and whether she is under weigh, or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S.-W. Monsoon, and at such intervals during the fair season as may be ordered.

7. Master Pilots and Pilots will be provided with a distinguishing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations, or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose :—

Master Pilots.....	1—Flag B. 2—Pennant—C. 3— Do. —D.
1st Grade Pilots	1—Pennant—F. 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots	1—Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4— Do. —V. 5—Do. —W.

In the bye-laws providing for the Master being on board vessels entering, leaving or moving in the Harbour, the word "Master" will be held to include the first or other officer duly authorized to act for the Master, owing to his death or illness incapacitating him from performing the duties of his office.

REGARDING THE PILOT SERVICE.

8. The Pilot Service shall consist of 15 licensed Pilots, *viz.* :—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

9. All Pilots shall hold licenses to perform the duties of Pilot for the Port of Bombay for the Grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

10. No license shall be renewed, nor another issued to any Pilot, until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

11. Every verbal order or instruction given by the Port Officer and the Officers of his Department shall be promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all circulars and orders issued from time to time for guidance in connection with their duties.

12. No Pilot shall absent himself from his station or from his duty without permission, except in case of sickness, which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

13. When Pilots are on board the Schooners they shall be under the authority of the Master Pilot in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner, at which they must assist, or as to boarding vessels.

14. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M., and from 4 to 5 P.M., daily for any orders.

15. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders so far as can be done without endangering the vessels or without leading to inconvenience or to the infringement of orders received from the Department.

16. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button, if required close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

17. Pilots should invariably appear respectably and neatly dressed.

18. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient watch and pair of binoculars; also his license, a tide table, the Port, Pilotage, and the Wet Dock Regulations.

19. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

20. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a tavern or lodging house, or in any way retail wines or spirits.

21. No Pilots shall claim salvage without the consent of the Trustees.

Regarding the Duties of Pilots.

22. It is the duty of Pilots to take steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at signal stations on shore, at Light vessels, and on board the Pilot Schooners are to be observed and attended to. Pilots are forbidden to bring sailing ships among the shipping at night.

23. Immediately after any vessel may have caused or sustained damage, touched the ground, or got on shore while in their charge, Pilots shall furnish a clear and explicit report of the same to the Port Officer; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding; time of occurrence thereof, bearings of known objects; means used to get the vessel afloat, or clear; state of wind, weather and tide; length of time the vessel lay on the ground or in collision, and nature of the ground; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot; unless prevented by circumstances the Pilot will present the report personally, and he shall not, after an accident has occurred and damage been caused or sustained, take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

24. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. An Arrival Report containing intelligence of exceptional importance, and the Arrival Reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer; in all other cases the report should be left at the Office.

25. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Master Pilot in charge), but are to be sent in to the Office by the first opportunity.

26. In cases of fire or other accident afloat, the Pilots off duty shall immediately attend at the Port Office.

27. Whenever any of the Harbour, shoal or mooring buoys are missing, injured, or out of their proper places; or if any vessel is placed improperly, as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any Pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

28. When passing any vessel of war, it is the Pilot's duty to request the master to dip the colours; and on the approach of any

Man-of-War or other Government boat to board, to "heave the vessel to," or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get along side without loss of time.

REGARDING UNMOORING AND TRANSPORTING.

29. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that the cable is ranged, bitted, and clear for running, and on a 'non-self-fleeting windlass,' that the chain is fleeted close over when the anchor is 'short a-peak' (so as to bring it well up clear of the ground) before weighing the last anchor.

30. No Pilot shall move or direct the moving of any vessel within the Port from one part thereof to another part thereof unless the following conditions are fulfilled:—

(*a*) If the vessel is under weigh the Master shall be on board.

(*b*) If the Master leaves the vessel before the moving is complete, the Pilot shall direct the vessel to be anchored in such safe position as may be most easily reached by the vessel, and shall not give directions to proceed with the moving of the same until the return of the Master to the vessel.

(*c*) Throughout the moving the number of officers and crew on board and available for duty shall be sufficient to perform any duty which may be required, and if the Pilot on boarding considers that the number is not sufficient, he shall call the Master's attention to Port Rule No. 43 and refuse to proceed with the moving unless the Master first grant a writing under his own hand expressly assuming the whole responsibility.

REGARDING OUTWARD PILOTAGE.

31. On taking charge of an outward bound vessel the Pilot should not get the vessel under weigh unless the Master is on board in actual command. In the event of the Master leaving the actual command of the vessel before reaching such a position that the Pilot's services would be no longer necessary, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding to sea. The Pilot will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the Harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and free board, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in Departure Report.

32. In working out of the Harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

33. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

REGARDING INWARD PILOTAGE.

34. Before boarding a vessel the Pilot will ascertain whether there is, or has been during the voyage, any infectious disease on board. If there is or has been, and the disease be of a severe nature such as plague, yellow fever, cholera, small-pox or measles, he will, except as hereinafter provided, direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; provided that if the cases of cholera, small-pox or measles do not exceed, or have not during the voyage exceeded, two, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the Harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect. The Pilot will not take charge of a vessel unless the Master is on board and in actual command. In the event of the Master leaving the actual command of the vessel before she is moored, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding.

35. In the event of the Pilot having boarded a vessel which requires to be placed in Quarantine, he will remain on board till the vessel obtains Pratique.

36. The Pilot will, on boarding, note the time, the bearing, and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water, entering the same in the Arrival Report; see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed, if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

37. When there are despatches on board for Government, or Post Office packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

38. No Pilot after he has once taken charge of an in-bound vessel shall quit it until it has been received into Dock or properly berthed in the Harbour, unless he has received from an Officer of the Board an order to leave the vessel in charge of the Commander.

REGARDING PAY.

39. The gross receipts for Pilotage shall be divided as follows:—

54½ per cent. to be distributed amongst the Master Pilots and Pilots according to the following scale:—

(*a*) 2 per cent. on the gross amount of 'Inward' Pilotage fees of vessels supplied with Pilots by the outer Station Schooner shall be paid to the Master Pilot according to the time that he may have been in command, *e.g.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$, $\frac{10}{30}$, and $\frac{12}{30}$, respectively, of 2 per cent. of the 'Inward' Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for the month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a Master Pilot shall afterwards pilot the vessel through the Channel into Dock, then such Master Pilot shall receive 10 per cent. of the Pilot's share of the Pilotage of such vessel.

(*c*) A Master Pilot transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the 'transporting fee.' In the event of Master Pilot's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances as may be due under the rules shall be paid to the Pilots on leave.

(*e*) After the above payments have been made the remainder shall be distributed amongst the Pilots in the following proportions :—

5 First Grade Pilots	shall receive	6/15	shares.
5 Second Grade	„ „	5/15	„
5 Third Grade	„ „	4/15	„

40. In calculating the pay accruing to Pilots regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculation shall be made according to the following examples :—Take the receipts from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward and Rs. 5,000 for Outward Pilotage, and the Pilot establishment being kept up at its full strength, take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500 in the following proportions :—

	Rs.
Pilot A.	800
„ B.	900
„ C.	600
„ D.	500
„ E.	700
	—3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300 in the following proportions :—

	Rs.
Pilot F.	700
„ G.	600
„ H.	500
„ I.	600
„ J.	900
	—3,300

By 5 Third Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,200 in the following proportions :—

	Rs.
Pilot K.	800
„ L.	600
„ M.	500
„ N.	700
„ O.	600
	—3,200
	Rs. 10,000

The amount divisible amongst the whole of the Pilots would, under Rule 39, be 54½ per cent. of the gross earnings, which is Rs. 5,450, which would be divided as follows :—

	Rs.	a.	p.
2 per cent. of gross Inward Pilotage to Master Pilots	100	0	0
6/15 of balance, *e.g.*, Rs. 5,450—Rs. 100=Rs. 5,350, to 5 First Grade Pilots	2,140	0	0
5/15 do. do. 5 Second Grade Pilots	1,783	5	4
4/15 do. do. 5 Third Grade Pilots	1,426	10	8
	5,450	0	0

The 6/15 shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 2,140, what will A's share of gross earnings, *i.e.*, Rs. 800, give ?

		Answer.	Rs.	a.	p.
B's	Share.	900	550	4	7
C's	do.	600	366	13	9
D's	do.	500	305	11	5
E's	do.	700	428	0	0
		Rs. 3,500	2,140	0	0

According to the same method of calculation the 5/15 shares divisible amongst the Second Grade Pilots would give—

				Rs.	a.	p.
Pilot F	on his	Rs.	700 of earnings,	378	4	6
„ G	„	„	600 „	324	3	11
„ H	„	„	500 „	270	3	3
„ I	„	„	600 „	324	3	11
„ J	„	„	900 „	486	5	9
		Rs.	3,300	1,783	5	4

And the 4/15 shares divisible amongst Third Grade Pilots would give—

				Rs.	a.	p.
Pilot K	on his	Rs.	800 of earnings,	356	10	8
„ L	„	„	600 „	267	8	0
„ M	„	„	500 „	222	14	8
„ N	„	„	700 „	312	1	4
„ O	„	„	600 „	267	8	0
		Rs.	3,200	1,426	10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 39.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of their being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running Pilots proportionally according to the scale given in the next para :

For the purposes of this Bye-law the pay of the several grades of running Pilots shall be taken to be as follows :—

1st	Grade Pilot.....Rs.	400	per	mensem.
2nd	„ „	330		„
3rd	„ „	265		„

41. Any personal servants required by Master Pilots or Pilots, on board Schooners or other vessels employed in the conveyance of Pilots, shall be provided by the Master Pilots or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

42. Any sums retained from the Pilots under Bye-laws 43 and 44, also the amount of all fines recovered from Pilots, shall be credited to the Trustees' share of Pilotage earnings.

43. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilot shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

44. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port limits shall be given to the Pilots.

45. Should the Schooner be within moderate distance of inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

46. When probationers are appointed to be acting Pilots, they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

47. The amount to be distributed to the Pilots shall be payable after a statement of the Pilots' receipts has been made up by the Port Officer in the month succeeding that during which such statement has been received by the Trustees.

REGARDING THE PILOTAGE OF STEAMERS UNDER 1,000 TONS REGISTER, THE MASTERS OF WHICH HAVE A PILOT'S LICENSE FOR THE OUTER HARBOUR, *i.e.*, OUTSIDE THE SUNK ROCK LIGHT.

48. If the Master of a steamer of the above description is in charge of the same as a Pilot for the Outer Harbour, under a Pilot's license granted by the Board, he shall indicate that fact on such steamer arriving within signal distance by hoisting signals as follows:—

By day, a blue flag at her fore: by night, two lights at the fore, six feet apart, red uppermost and white below.

On the day signal required by this Bye-law being hoisted, a Pilot will be immediately ordered to board such steamer abreast of the Sunk Rock Light and will take her to her berth or elsewhere in the Harbour as may be required.

On the night signal required by this Bye-law being hoisted, notice shall be sent from the signal Station, Colaba, to Bankshall for a Pilot who will board her near the Sunk Rock Light and take her to her berth or elsewhere in the Harbour as may be required.

49. On the Pilot belonging to the ordinary Pilot service leaving such vessel outward-bound at the Sunk Rock Light, the Master in charge of the vessel as a Pilot for the Outer Harbour, under a Pilot's license granted by the Board, shall indicate that fact by hoisting signals as follows:—

By day, a blue flag at the fore: at night, two lights, one above the other, at the fore.

Such signals on a vessel outward-bound will indicate that the vessel on which they are hoisted is in charge of a licensed Pilot who is also the Master of the vessel, and that it is therefore unnecessary to send a boat to bring him back.

50. The Master of such a steamer is bound to produce his Pilot's license when demanded.

Pilots for Special Dock Duties.

51. A special Dock Pilot means a person lawfully appointed and licensed by the Trustees to Pilot vessels belonging to any private Company who own or who are the lessees of graving Docks at Mazagon or at Hog Island in that part of the harbour which lies to the north of Cross Island between the fixed moorings belonging to any such private Company (duly laid and maintained under the written special permission of the Trustees) and from and to such moorings, to and from the Graving Docks belonging to any such Company, and also to pilot any vessels requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island.

52. Every such Special Dock Pilot shall hold a license to Pilot vessels belonging to the Company mentioned in such license, only in that part of the harbour which lies north of Cross Island between the fixed moorings of such Company and from and to the moorings to and from the Graving Docks belonging to or leased by such

Company, and also to pilot any vessel requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, and which license shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

53. Every such Special Dock Pilot, before he allows any vessel to be moved, shall give at least four hours' notice in writing to the Port Officer at the Port Office between the hours of 10 A.M. and 5 P.M., on week days of the intended movements of such vessel, specifying the time of such intended movements, and in the event of the Port Officer, or his Assistant or the Harbour Master not signifying their dissent before the time stated in such notice for the movement of such vessel such Special Dock Pilot may proceed with such removal, but not otherwise.

54. Every Special Dock Pilot so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and his Assistant, and of the Harbour Master in all respects relating to his said duties as such Special Dock Pilot, and every verbal order of instruction given by the Port Officer or his Assistant or by the Harbour Master or any of the Master Pilots or other officers of the Department must be promptly attended to and carried into effect by such Special Dock Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

55. No Special Dock Pilot so to be licensed and appointed shall in any case pilot any vessel except :—

(1) vessels belonging to the Company mentioned in the license in that part of the harbour only which lies to the north of Cross Island, and only between the fixed moorings to or from the Graving Docks belonging to or leased by such Company at Mazagon or at Hog Island ; or

(2) vessels requiring to use, or which may have just previously used, the Hydraulic Lift Dock to or from the Hydraulic Lift Dock at Hog Island in that part of the harbour only which lies to the north of Cross Island.

56. No Special Dock Pilot shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

57. Each Special Dock Pilot shall be provided with such distinguishing flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag of vessels of which he is in charge.

58. The following Bye-laws made under section 72 of the Port Trust Act shall apply to special Dock Pilots, and be regarded by them, viz., Bye-law 23 from the commencement down to the word "personally ;" Bye-laws 21 and 29 ; Bye-laws 30 from the commencement down to the words "before going on with the moving ;" and save as aforesaid none of the said Bye-laws shall apply to Special Dock Pilots to be licensed as aforesaid.

59. No Special Dock Pilot so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Special Dock Pilot or other person, for rendering his services as such Special Dock Pilot, and no Special Dock Pilot shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

60. The following Bye-laws for Pilots of coasting steamers made by the Trustees of the Port of Bombay, in addition to the existing Pilotage Bye-Laws, under Section 72 of the Bombay Port Trust Act, 1879, have received the approval of Government as required by Section 74 of the aforesaid Act:—

"1. A Pilot of coasting steamers means a person lawfully appointed and licensed by the Trustees to pilot any coasting steamer of which he is the Commander, in the Port of Bombay.

"2. A coasting steamer shall, for the purposes of these Bye-laws, be held to mean a steamer trading between Bombay and other ports on the coast of India that returns to or is due to return to Bombay at an interval on each voyage not exceeding fourteen days from the time of leaving Bombay.

"3. Every such Pilot of coasting steamers shall hold a license to pilot only those steamers that have berths duly allotted to them alongside the Harbour walls of the Prince's and Victoria Docks and the license shall only entitle him to pilot such steamers on the passage between the open sea and the berths in question, and shall be issued under the signature and seal, and be revocable at the order of the Trustees of the Port.

"4. Every Pilot of coasting steamers so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and his Assistant, and of the Harbour Master in all respects relating to his said duties as such Pilot, and every verbal order or instruction given by the Port Officer or his Assistant or by the Harbour Master or any of the Master Pilots or other officers of the Department must be promptly attended to and carried into effect by such Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

"5. No Pilot of coasting steamers shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

"6. Each Pilot of coasting steamers shall be provided with such distinguishing flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag of vessels of which he is in charge.

"7. The following Bye-laws made under Section 72 of the Port Trust Act shall apply to Pilots of coasting steamers and be regarded by them, *viz.*, Bye-law 23 from the commencement down to the word 'personally'; Bye-laws 21 and 29; Bye-law 30 from the commencement down to the words 'before going on with the moving'; and save as aforsaid none of the said Bye-laws shall apply to such Pilots to be licensed as aforesaid.

"8. No Pilot of coasting steamers so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Pilot of coasting steamers or other person for rendering his services as such Pilot of coasting steamers; and no Pilot of coasting steamers shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

"9. Any Pilot of coasting steamers disobeying or infringing any of the aforesaid Bye-laws shall be punished for every such offence with a fine which may extend to Rs. 200, or with suspension, or with deprivation of license, or with any combination of such penalties.

61. Any Special Dock Pilot disobeying or infringing any of the aforesaid bye-laws shall be punished for every such offence with a fine which may extend to Rs. 200, or with suspension, or with deprivation of license, or with any combination of such penalties.

By order,

F. G. DUMAYNE,

Secretary.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Sanctioned under Section 43, "*Bombay Port Trust Act*, 1879."

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	4	0	0	4	0	1	Acids, *viz.*:—Carbolic, Citric, Gallic and Tannic.	Case	0	5	0	0	5	0
0	2	0	0	2	0	2	Do. do. do. ...	Drum	0	2	0	0	2	0
0	4	0	0	4	0	3	All other Acids	Case	0	9	0	0	9	0
0	3	0	0	3	0	4	Do. do.	Half case	0	6	0	0	6	0
0	2	0	0	2	0	5	Do. do.	Drum	0	5	0	0	5	0
0	1	0	0	0	6	6	Aërated Waters	One dozen	0	1	3	0	1	3
0	3	0	0	4	0	7	Ale, Beer, Porter and Cider, in wood ...	Hogshead	0	7	0	0	7	0
0	0	6	0	0	3	8	Do. do. do. in bottles ...	One doz. qts. or 2 doz. pints	0	1	6	0	1	6
0	2	0	0	2	0	9	Do.	Kilderkin	0	3	6	0	3	6
0	1	0	0	1	0	10	Do.	Firkin	0	2	0	0	2	0
0	8	0	0	8	0	11	Almonds	Ton	1	12	0	1	12	0
0	8	0	0	8	0	12	Alum	Do.	1	4	0	1	4	0
0	12	0	0	8	0	13	Anchors	Do.	1	12	0	1	12	0
						14	Do.	Coolie-load	0	2	0	0	2	0
0	1	0	0	2	0	15	Apparel, not accompanying passengers ...	Case or package	Measurement.					
0	8	0	0	8	0	16	Arrowroot, country	Ton	2	4	0	2	4	0
Measurement.						17	Do. foreign	Case or package	Measurement.					
Do.						18	Arsenic	Package	Do.					
0	8	0	0	4	0	19	Asphalte	Ton	1	12	0	1	12	0
0	8	0	0	12	0	20	Assafœtida, refined	Do.	4	0	0	4	0	0
0	2	0	0	2	0	21	Do. do.	Case or package	0	6	0	0	6	0
0	8	0	0	12	0	22	Do. coarse	Ton	2	0	0	2	0	0

0	12	0	0	8	0	23	Attar—*see* Oils, perfumed.		
0	12	0	0	8	0	24	Ballast and Kentledge by cart	Ton	
						25	Do. by lighters to or from Port Trust Bandars...	...	
0	2	0	0	2	0	26	Bangles, foreign	Case	
0	1	0	0	1	0	27	Bardans	Bundle or package	
0	1	0	0	0	6	28	Baskets, cane	Dozen	
0	2	0	0	2	0	29	Beads in cases	Case	
						30	Beeda-nuts—*see* Myrabolams.		
0	3	0	0	4	0	31	Beef and Pork	Tierce	
0	2	0	0	2	0	32	Do.	Barrel	
						33	Beer—*see* Ale.		
0	1	0	0	2	0	34	Beeswax	Package	
0	8	0	0	8	0	35	Betel-nut	Ton	
1	0	0	0	8	0	36	Bhang	Do.	
0	8	0	0	4	0	37	Bicycles, Tricycles, Velocipedes	Each	
6	0	0	4	0	0	38	Billiard Tables	Do.	
0	8	0	0	6	0	39	Biscuits, ship	Ton	
Measurement.						40	Do. in cases	Case	
0	1	0	0	1	0	41	Do. in tins, loose	One dozen	
0	1	0	0	1	0	42	Bloodstones, Cambay stones, and goldstones ...	Case or package	
Special.						43	Boats, ordinary ships'	Each	
Do.						44	Boilers	...	Same rates as Machinery.
0	12	0	0	8	0	45	Bones, bone dust and meal and Blood Manure.	Ton	
Measurement.						46	Books	Case or package	
Do.						47	Boots and Shoes, foreign	Do.	
0	8	0	0	8	0	48	Borax, unrefined...	Ton	
Measurement.						49	Bottles, empty, Medicine Phials	Case or package	
0	2	0	0	2	0	50	Do. do. quarts	Gross	
0	2	0	0	2	0	51	Do. do. pints	Do.	
Measurement.						52	Do. do. of smaller size than pints ...	Case or package	
0	8	0	0	6	0	53	Bran	Ton	
						54	Brass Leaves—*see* Orsidue.		
0	8	0	0	6	0	55	Brass of sorts and Brassware	Ton	
Measurement.						56	Do. do. when no weight given ...	...	
0	0	6	0	0	3	57	Bricks, Bath	Dozen	
0	8	0	0	6	0	58	Do. Fire	Ton	
0	1	0	0	1	0	59	Buckets, iron	One dozen	
0	8	0	0	8	0	60	Bullion, Specie, Gold and Silverware, Plate, &c.	Box or case	
0	8	0	0	8	0	61	Camphor	Ton	
0	2	0	0	2	0	62	Camphorwood Drawers and Boxes	Each case	

0 4 0	0 4 0	
...	Free.	
0 7 0	0 7 0	
0 4 0	0 4 0	
0 1 6	0 1 6	
0 7 0	0 7 0	
0 7 0	0 7 0	
0 4 6	0 4 6	
0 5 0	0 5 0	
1 13 0	1 13 0	
2 12 0	2 12 0	
2 0 0	2 0 0	
10 0 0	10 0 0	
2 0 0	2 0 0	
Measurement.		
0 4 6	0 4 6	
0 5 0	0 5 0	
2 8 0	2 8 0	
Same rates as Machinery.		
1 12 0	1 2 0	
Measurement.		
Do.		
2 0 0	2 0 0	
Measurement.		
0 6 0	0 6 0	
0 4 0	0 4 0	
Measurement.		
0 12 0	0 12 0	
2 0 0	2 0 0	
Measurement.		
0 0 6	0 0 6	
1 12 0	1 12 0	
0 3 0	0 3 0	
0 8 0	0 8 0	
2 12 0	2 12 0	
0 8 0	0 8 0	

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	1	0	0	0	6	63	Candles...	Cwt.	0	4	0	0	4	0
						64	Canes—*see* Rattans.							
0	2	0	0	2	0	65	Canvas	Bale	0	8	0	0	8	0
0	1	0	0	0	6	66	Do.	Bolt	0	2	6	0	2	6
0	2	0	0	2	0	67	Cardboards, Strawboards	Case or bale	0	6	0	0	6	0
0	3	0	0	2	0	68	Carpets, woollen or foreign...	Case or package	0	11	0	0	11	0
0	3	0	0	2	0	69	Do. cotton	"	0	6	0	0	6	0
0	1	0	0	2	0	70	Cardamoms	Cwt.	0	4	0	0	4	0
						71	Do. bastard—*see* Spices.							
3	0	0	2	8	0	72	Carriages, four-wheeled	Each	10	0	0	10	0	0
2	0	0	1	4	0	73	Do. two-wheeled	"	8	0	0	8	0	0
0	8	0	0	8	0	74	Cassaware	Ton	2	0	0	1	12	0
0	1	0	0	1	0	75	Casks and hogsheads, empty	Each	0	2	6	0	2	6
0	0	9	0	0	6	76	Do. do. half and quarter ...	"	0	1	3	0	1	3
0	2	0	0	1	6	77	Butts, pipes and puncheons	"	0	3	6	0	3	6
0	8	0	0	6	0	78	Cement...	Ton	1	2	0	1	2	0
0	8	0	0	6	0	79	Chalk	"	1	6	0	1	6	0
Measurement.						80	Cheese, in cases	Case	Measurement.					
0	0	6	0	0	3	81	Do. loose	Each	0	0	6	0	0	6
						82	Chemicals—*see* Drugs and Medicines.							
0	8	0	0	8	0	83	Chillies, dried	Ton	1	2	0	1	2	0
0	8	0	0	8	0	84	China, copper cash	"	1	12	0	1	12	0
0	6	0	0	3	0	85	Do. white copperware	Case	0	8	0	0	8	0
0	3	0	0	2	0	86	Do. garden seats	Each	0	4	0	0	4	0
Measurement.						87	Do. and Japanware	Case	Measurement.					
0	1	6	0	0	9	88	Do. ware in rolls, large	One doz.	0	6	0	0	6	0
0	1	6	0	0	6	89	Do. do. small	"	0	3	0	0	3	0
0	1	0	0	0	6	90	Do. preserves, chow-chow, &c.	Case of over ½ doz.	0	5	0	0	5	0

0	1	0	0	0	3	91	Do. do. do.			Case of ½ doz. and under	0	3	0	0 3 0
0	8	0	0	8	0	92	Do. roots			Ton	2	0	0	2 0 0
Measurement.						93	Cigars or Cheroots			Case	Measurement.			
0	8	0	0	8	0	94	Clay, China and fire			Ton	2	0	0	2 0 0
0	3	0	0	2	0	95	Clocks			Case of under 8 c. ft	0	8	0	0 8 0
0	6	0	0	4	0	96	Do.			Case of over 8 c. ft	0	14		0 14 0
1	0	0	0	10	0	97	Cleve, stems			Ton	1	4	0	1 4 0
0	8	0	0	2	0	98	Coal, coke, cinders, ashes, patent fuel, dust and rubbish.			Ton	0	14	0	0 14 0
										,,	0	10	0	0 10 0
0	8	0	0	2	0	99	Coal and coke in bags			Per 1,000	0	8	0	0 8 0
0	3	0	0	2	0	100	Cocoanuts (with a minimum charge of 2 as. per bag).			Cwt	0	3	3	0 3 3
0	1	3	0	1	0	101	Cochineal			Ton	1	8	0	1 4 0
0	8	0	0	8	0	102	Coffee			Box or package	0	3	0	0 3 0
0	1	6	0	1	0	103	Coins, copper							
						104	Do. gold and silver—*see* Bullion.							
0	8	0	0	8	0	105	Coir, fibre			Ton	1	9	0	1 9 0
0	3	0	0	2	0	106	Do. pressed			Bale	0	3	6	0 3 6
0	12	0	0	8	0	107	Do. rope, cable, cordage, and yarn			Ton	1	4	0	1 4 0
0	8	0	0	8	0	108	Colomba-root			,,	2	0	0	2 0 0
Measurement.						109	Confectionery			Case	Measurement.			
0	12	0	0	6	0	110	Copper sheets			Ton	2	0	0	1 4 0
0	8	0	0	6	0	111	Do. cakes, slabs or tiles...			,,	1	12	0	1 8 0
0	8	0	0	6	0	112	Do. ware and wire			,,	2	0	0	1 12 0
Measurement.						113	Do. do. when no weight is given ...			Package	Measurement.			
0	12	0	0	8	0	114	Copperas, Sulphate of Iron and Sulphate of Copper			Ton	2	0	0	2 0 0
										,,	1	2	0	1 9 0
0	8	0	0	8	0	115	Copra			Box	0	13	0	0 13 0
0	4	0	0	2	0	116	Coral			Case	Measurement.			
Measurement.						117	Do. imitation			Ton	2	4	0	2 4 0
0	12	0	0	10	0	118	Cordage and Rope—Hemp, Europe and Manilla.			,,	1	9	0	1 9 0
0	8	0	0	8	0	119	Corriander seed			Bale or case	Measurement.			
Measurement.						120	Corks			Bale	0	2	0	0 2 0
0	3	0	0	2	0	121	Cotton, raw, pressed*			Bale or docra of over 3 cwts.	0	5	0	0 5 0
0	6	0	0	3	0	122	Do. do. unpressed*			Do. under 3 cwts.	0	2	6	0 2 6
0	3	0	0	1	6	123	Do. do.*			Ton	1	8	0	1 8 0
0	8	0	0	8	0	124	Cowries							

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bandar is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at ⅓rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Special Do. Measurement.	Special Do. Measurement.	125	Crackers, China	Case of 1 picul. of 133 lbs.	0 6 0	0 6 0
		126	Do. do.	Do. under 1 picul.	0 4 0	0 4 0
		127	Crockery, Queen's porcelain and earthenware ...	Crate or hhd.	Measurement.	0 4 0 for a case up to 12 c. ft. 0 6 0 do. 20 c. ft. & above 20 c. ft. under Items, Nos. 403 and 407.
0 8 0	0 8 0	128	Cummin seed	Ton	2 12 0	2 12 0
Measurement.		129	Cutlery	Case	Measurement.	
Special.		130	Dammer	Ton	2 1 0	2 1 0
0 8 0	0 8 0	131	Dates, dry	,,	1 0 0	1 0 0
0 8 0	0 8 0	132	Do. wet	,,	1 0 0	1 0 0
0 2 0	0 1 0	133	Do. in pots	One doz. pots	0 6 0	0 6 0
0 12 0	0 8 0	134	Disinfecting powder	Ton	1 8 0	1 8 0
Measurement.		135	Drugs and medicines, foreign, not enumerated...	Case	Measurement.	
1 0 0	0 8 0	136	Drugs, country	Ton	2 4 0	2 4 0
0 4 0	0 2 0	137	Do. do.	Case	0 3 0	0 3 0
0 8 0	0 8 0	138	Dyes, country and foreign, in bulk	Ton	2 0 0	2 0 0
0 3 0	0 1 0	139	Do. foreign		Measurement.	
0 3 0	0 1 0	140	Dragon's blood	Case or package	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.	,,		
0 12 0	0 8 0	142	Earthenware piping, retorts, &c., for drainage...	Ton	1 12 0	1 12 0
		143	Elephants' tusks and Moye's teeth—*see* Ivory.			
0 4 0	0 2 0	144	Fans	Case	0 7 0	0 7 0
0 12 0	0 10 0	145	Fat, Grease, Lard and Tallow	Ton	2 0 0	2 0 0

0	4	0	0	2	0	146	Feathers	Case or package	0	7	0	0	7	0
Measurement.						147	Felt	Bale	Measurement.					
Special.						148	Firewood	Ton	0	12	0	0	12	0
1	0	0	1	0	0	149	Fishmaws	,,	2	2	0	2	2	0
0	4	0	0	2	0	150	Flax	Bale	0	7	0	0	7	0
0	12	0	0	8	0	151	Flour	Ton	0	10	0	0	8	0
Special.						152	Fruits, fresh, foreign	Case	0	2	0	0	2	0
Do.						153	Do. do. do.	Barrel	0	2	6	0	2	6
0	8	0	0	8	0	154	Do. dried, not enumerated	Ton	2	0	0	2	0	0
0	2	0	0	1	0	155	Do. dried, from Europe	Case	Measurement.					
Special.						156	Do. fresh, from Zanzibar and Muscat ...	Basket	0	2	0	0	2	0
Measurement.						157	Furniture	Case	Measurement.					
0	1	6	0	0	6	158	Chairs, loose	Each	0	1	6	0	1	6
						159	Gallnuts—*see* Myrabolams.							
1	0	0	0	10	0	160	Ghee	Ton	1	12	0	1	12	0
0	8	0	0	8	0	161	Ginger, dry	,,	1	4	0	1	4	0
Measurement.						162	Glassware	Hhd. or crate	Measurement.					
0	1	6	0	0	9	163	Glass, window	Box	0	2	6	0	1	9
0	3	0	0	2	0	164	Do. broken	Box or package	0	6	0	0	6	0
0	4	0	0	2	0	165	Goats' hair, pressed	Bale	0	6	0	0	3	0
						166	Gold, gold-leaf, &c.—*see* Bullion.							
0	2	0	0	1	0	167	Gold-leaf, mock	Box or package	0	3	0	0	3	0
0	8	0	0	6	0	168	Grain, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	0	8	0	0	8	0
								,,	0	13	0	0	13	0
0	8	0	0	6	0	169	Ground-nuts							
0	8	0	0	8	0	170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bedellium	,,	2	4	0	2	0	0
								Bale	0	6	0	0	6	0
0	6	0	0	3	0	171	Gunny pieces and bags	Half bale	0	4	0	0	4	0
0	4	0	0	2	0	172	Do. do.	Bdle. of 50 pieces.	0	2	0	0	2	0
0	1	0	0	0	6	173	Do. do.	Package	Special.					
Special.						174	Gunpowder							
Do.						175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.							
0	4	0	0	2	0	176	Guns, sporting—Rifles, Fowling Pieces, &c. ...	Each	0	9	0	0	9	0
0	2	0	0	1	0	177	Do. Pistols, Revolvers, &c.	,,	0	7	0	0	7	0
Measurement.						178	Haberdashery, Millinery, Hosiery, &c. ...	Case	Measurement.					
Do.						179	Hams, in cases	,,	Do.					
0	0	6	0	0	3	180	Do. in canvas, loose	,,	0	0	6	0	0	6
0	12	0	0	8	0	181	Hardware	Ton	2	4	0	1	12	0
Measurement.						182	Do. when no weight is given	Case	Measurement.					
0	8	0	0	3	0	183	Harmoniums and Organs, if under 20 cubic feet...	Each	1	4	0	1	4	0

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
1 0 0	0 4 0	184	Harmoniums & Organs if 20c. feet & under 30 c. feet.	Each	1 13 0	1 13 0
1 8 0	0 6 0	185	Do. „ 30 do. do. 40 do.	„	2 6 0	2 6 0
2 0 0	0 8 0	186	Do. „ 40 do. do. 50 do.	„	3 0 0	3 0 0
2 4 0	0 9 0	187	Do. „ 50 do. do. 60 do.	„	5 0 0	5 0 0
2 8 0	0 10 0	188	Do. „ 60 do. do. 70 do.	„	8 0 0	8 0 0
2 12 0	0 11 0	189	Do. „ 70 do. do. 80 do.	„	12 0 0	12 0 0
3 0 0	0 12 0	190	Do. „ 80 do. & over ...	„	15 0 0	15 0 0
Measurement.		191	Harness and harness requisites	Case	Measurement.	Measurement.
		192	Hats and Caps—*see* Haberdashery.			
Special.		193	Hay and straw, pressed	Bale	0 4 6	0 4 6
0 8 0	0 6 0	194	Hemp, loose, in bundles	Ton	1 13 0	1 13 0
0 4 0	0 2 0	195	Do. pressed	Bale	0 4 0	0 3 0
0 4 0	0 2 0	196	Hessians	„	0 8 0	0 8 0
0 8 0	0 4 0	197	Hides, buffalo, &c.	One hundred	1 0 0	1 0 0
0 12 0	0 8 0	198	Horns of kinds	Ton	1 6 0	1 6 0
Special.		199	Ice	„	1 12 0	1 12 0
		200	Do. small quantities for use of ships in Dock ...		Free.	
		201	Incense—*see* Olibanum.			
Measurement.		202	Indian Condiments	Case	Measurement.	Measurement.
0 8 0	0 8 0	203	Indigo	Ton	2 0 0	2 0 0
Measurement.		204	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measurement.	Measurement.
0 6 0	0 3 0	205	Ink	Case or package	0 11 0	0 11 0
0 8 0	0 4 0	206	Do.	Cask	0 14 0	0 14 0
Measurement.		207	Do.	Package of not more than 50 lbs	0 2 0	0 2 0
0 8 0	0 8 0	208	Ironmongery	Ton	2 4 0	2 0 0
Measurement.		209	Ironmongery, when no weight is given ...	Package	Measurement.	Measurement.

0	8	0	0	4	0	210	Iron—Bar-iron, hoops, pig, rod, scrap, sheets, bands, angle, T, and old; and steel hoop.				Ton	1	2	0	1	2	0
0	12	0	0	6	0	211	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight, & galvanised iron tubes & pipes				„	1	10	0	1	10	0
						212	Do. for weights above 1½ tons—*see* Rates for Machinery.										
0	1	3	0	1	0	213	Ivory, elephants' tusks, &c.	...	...	...	Cwt.	0	3	3	0	3	0
0	3	0	0	2	0	214	Ivoryware	...	...	...	Package	0	10	0	0	10	0
0	8	0	0	8	0	215	Jagree	...	...	...	Ton	0	12	6	0	12	6
0	4	0	0	2	0	216	Jars, fancy, large, China and Japan	...		...	Each	0	3	0	0	3	0
1	8	0	0	12	0	217	Do. common, large	...	...	...	One hundred	6	0	0	6	0	0
1	0	0	0	8	0	218	Do. do. small	...	...	...	„	4	0	0	4	0	0
1	0	0	1	0	0	219	Jewellery and trinkets	...	...	...	Box or package	1	8	0	1	8	0
0	4	0	0	2	0	220	Do. do. imitation			...	„	0	8	0	0	8	0
0	3	0	0	2	0	221	Jute, pressed	...	...	...	Bale	0	5	0	0	3	0
Special.						222	Kerosine Oil	...	...	...	Case of 8 imp. gals.	0	1	3	0	1	3
0	8	0	0	8	0	223	Kootwood	...	...	...	Ton	2	0	0	2	0	0
1	0	0	0	8	0	224	Lac	...	...	...	„	2	8	0	2	8	0
0	2	0	0	1	0	225	Lac dye	...	...	...	Package	0	7	0	0	7	0
0	4	0	0	2	0	226	Lace and thread, gold and silver, or kinkob			...	„	0	8	0	0	8	0
Measurement.						227	Do. do. mock	...	...	...	Case or package	Measurement.					
0	8	0	0	8	0	228	Lead, pig, piping, sheet, and rolls			...	Ton	1	8	0	1	8	0
0	8	0	0	8	0	229	Do. black, white and red			...	„	2	4	0	2	4	0
0	8	0	0	8	0	230	Do. shot	...	...	...	„	2	4	0	2	4	0
0	4	0	0	2	0	231	Leather, foreign	...	...	...	Case or package	Measurement.					
0	8	0	0	8	0	232	Liquorice root	...	...	...	Ton	2	0	0	1	8	0
						233	Live Stock:—										
						A	Cows and Buffaloes	...	...	...	Each	1	12	0	1	12	0
						B	Calves and Pigs	...	...	...	„	0	10	0	0	10	0
						C	Dogs and Monkeys	...	...	...	„	0	3	0	0	3	0
						D	Donkeys	...	...	...	„	1	12	0	1	12	0
						E	Deer	...	...	...	„	0	10	0	0	10	0
						F	Elephants	...	...	...	„	6	0	0	6	0	0
			Special ...			G	Fowls and Ducks	...	...	...	One dozen	0	3	6	0	3	6
						H	Goats and Sheep	...	...	...	Each	0	5	0	0	5	0
						I	Horses*	...	...	...	„	2	0	0	2	0	0
						J	Mules	...	...	...	„	2	0	0	2	0	0
						K	Pigeons, Quails and Partridges		...	...	Per dozen	0	2	0	0	2	0
						L	Turkeys and Geese	...	...	...	One dozen	0	6	0	0	6	0
						M	Tigers, Bears, Crocodiles & other wild animals.				Each	5	0	0	5	0	0

* When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Special	Special ...	N O P 234	Other small birds ... ... Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner ... ... Animals for public gardens in India ... Luggage of European sailors, ship captains, members of the Water Police, and Preventive officers when proceeding on, or returning from duty at the Dock.	Free ,, ,, ,,		
0 2 0	0 2 0	235	Luggage, Passengers' ... ... (See also item No. 410.)	Portmanteau & hand packgs.	0 1 0	0 1 0
0 2 0	0 2 0	236	Do. do. ... ... (See also item No. 410.)	Trunks and cases.	0 2 0	0 2 0
0 12 0	0 8 0	237	Machinery, up to ¼ ton weight	Ton	1 4 0	1 4 0
1 0 0	0 12 0	238	Do. over ¼ and not exceeding 1½ tons ...	,,	1 10 0	1 10 0
1 4 0	1 0 0	239	Do. over 1½ and not exceeding 5 tons ...	,,	1 14 0	1 14 0
1 8 0	1 2 0	240	Do. over 5 and not exceeding 8 tons ...	,,	2 4 0	2 4 0
2 0 0	1 4 0	241	Do. over 8 and not exceeding 11 tons ...	,,	4 0 0	4 0 0
Measurement.	Measurement.	242	Do. over 11 and not exceeding 15 tons ...	,,	5 0 0	5 0 0
		243	Do. over 15 and not exceeding 100 tons ...	,,	7 8 0	7 8 0
0 8 0	0 8 0	244	Madder or Munjeet	,,	2 0 0	1 8 0
1 0 0	1 0 0	245	Marble and Marble slabs	,,	2 4 0	2 4 0
Measurement.	Measurement.	246	Matches	Case	Measurement.	
0 4 0	0 2 0	247	Mats of sorts, foreign	Package of 50	0 5 6	0 5 6
0 2 0	0 1 0	248	Do. country	One hundred	0 6 0	0 6 0
0 4 0	0 2 0	249	Matting, coir	Package	0 5 0	0 5 0
0 6 0	0 3 0	250	Do. rolls of coir carpet	,,	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0	0 10 0	252	Metals, unenumerated	Ton	2 0 0	1 4 0
Special.	Special.	253	Military Stores, Arms, equipments not enumerated, up to 1½ tons	,,	2 0 0	2 0 0

					254	Do. for weights above 1½ tons—*see* Rates for Machinery.	Package	Measurement
					255	Do. when no weight is given		
					256	Millinery—*see* Haberdashery.		
					257	Mill furnishings—*see* Rates for Machinery.		
0	2	0	0	1	0	258	Mineral waters	Case or cask	0 5 0	0 5 0
0	8	0	0	8	0	259	Mother-o'-Pearl Shells	Ton	2 4 0	1 12 0
0	12	0	0	8	0	260	Mowra Flowers	,,	0 15 0	0 15 0
0	4	0	0	4	0	261	Musk	Case or package	1 4 0	1 4 0
0	6	0	0	4	0	262	Myrabolams or Galnuts and Beeda-nuts ...	Ton	0 15 0	0 15 0
0	8	0	0	8	0	263	Nails, of sorts	,,	1 12 0	1 12 0
	Special.					264	Naphtha	Case or carboy	0 3 0	0 3 0
0	8	0	0	8	0	265	Nux Vomica	Ton	2 0 0	1 8 0
0	12	0	0	8	0	266	Oilcake	,,	1 2 0	1 2 0
0	1	0	0	1	0	267	Oils—Linseed, Castor, Gingelly, and other Vegetable...	Tin, drum or case up to 10 gals.	0 2 6	0 2 6
0	12	0	0	8	0	268	Do. do. do. in casks ...	Ton	2 0 0	1 8 0
0	8	0	0	4	0	269	Do. perfumed	Case or pot	0 10 0	0 10 0
	Measurement.					270	Oilcloth and Floorcloth	Ton	2 0 0	2 0 0
0	1	0	0	0	9	271	Oilman's Stores	Case below 2 c. ft.	0 2 0	0 2 0
0	1	6	0	1	0	272	Do.	Case from 2 to 5 c. ft.	0 4 0	0 4 0
	Measurement.					273	Do.	Case from 5 c. ft. and upwards.	Measurement.	
1	0	0	0	8	0	274	Olibanum or Incense	Ton	1 12 0	1 8 0
1	8	0	1	0	0	275	Opium	Chest of 140 lbs.	1 12 0	1 4 0
0	12	0	0	8	0	276	Do.	Half-chest	0 14 0	0 10 0
						277	Organs and Harmoniums—*see* Harmoniums.			
0	1	0	0	0	6	278	Orsidue or brass leaves	Package	0 2 6	0 2 6
0	1	0	0	0	6	279	Overland post parcels	Each	0 2 6	0 2 6
0	8	0	0	8	0	280	Paints, oil	Ton	2 4 0	2 4 0
0	4	0	0	2	0	281	Paper of kinds	Case or bale	0 6 0	0 6 0
1	0	0	1	0	0	282	Pearls	Box or package	1 0 0	1 0 0
	Measurement.					283	Do. imitation	Do.	0 7 0	0 7 0
0	8	0	0	8	0	284	Pepper of kinds and pepper roots ...	Ton	2 8 0	1 12 0
							Perambulators	Case	Measurement.	Measurement.
	Measurement.					285	Perfumery—hair oil, pomades, &c. ...	,,		
4	0	0	2	0	0	286	Pianofortes	Each	5 0 0	5 0 0
0	4	0	0	2	0	287	Piece Goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale	0 4 0	0 2 6
0	4	0	0	2	6	288	Piece Goods, Silks and Velvets ...	,,	0 12 0	0 12 0
0	4	0	0	2	6	289	Do. Cotton and Silk, large bales ...	,,	0 12 0	0 12 0
0	4	0	0	2	0	290	Do. Woollens	,,	0 6 0	0 5 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	291	Pitch	Ton	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India	.....	Free.	
		294	Platedware—*see* Bullion.			
1 0 0	1 0 0	295	Precious Stones	Box or case	1 0 0	1 0 0
		296	Provisions, fresh, for voyage*	Coolie-load	0 1 0	0 1 0
		297	Provisions for daily use of ships in Dock ...	.....	Free.	
0 2 0	0 1 0	298	Quicksilver	Bottle.	0 5 0	0 5 0
0 2 0	0 1 0	299	Rags	Bale or package.	0 4 0	0 3 0
Special.		300	Railway Plant and Materials	.....	Same rates as	Machinery
		301	Raisins—*see* Fruits, dried.			
0 12 0	0 8 0	302	Rattans...	Ton	2 4 0	2 4 0
0 1 0	0 0 6	303	Do. Malacca	One dozen	0 3 0	0 3 0
0 8 0	0 8 0	304	Rose-flowers, dried	Ton	2 4 0	2 4 0
0 1 6	0 1 0	305	Rose-water	Case	0 2 6	0 2 6
0 1 0	0 0 6	306	Do.	Carboy	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
0 8 0	0 8 0	308	Rosin	Ton	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
0 8 0	0 8 0	310	Safflower	,,	2 8 0	1 12 0
0 4 0	0 2 0	311	Saffron	Case	1 0 0	1 0 0
0 8 0	0 8 0	312	Sago	Ton	2 4 0	2 4 0
Measurement.		313	Do.	Case or package	Measurement.	
0 8 0	0 8 0	314	Salammoniac	Ton	2 4 0	2 4 0
0 12 0	0 6 0	315	Salt, country	,,	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's stores.			

* *Bond fide* ship's stores, furniture, tools and materials for repairs imported or exported at Wet Dock are exempted from payment of Wharfage charges.

0	12	0	0	6	0	317	Saltpetre	,,	2	0	0	2	0	0
0	1	0	0	0	6	318	Samples, Cotton, small	.....	Free					
0	1	0	0	0	6	319	Do. other than above	Parcel	0	1	0	0	1	0
Measurement.						320	Do. do. in case	Case	Measurement.					
0	8	0	0	8	0	321	Sandalwood	Ton	2	0	0	2	0	0
0	2	0	0	1	0	322	Sandalwood boxes and ware	Package	0	7	0	0	7	0
0	8	0	0	8	0	323	Sapanwood	Ton	1	10	0	1	6	0
0	6	0	0	4	0	324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	,,	0	10	0	0	11	0
0	12	0	0	8	0	325	Seeds other than Oilseeds, unenumerated ...	,,	1	12	0	1	12	0
0	8	0	0	8	0	326	Senna *leaves*	,,	2	4	0	1	12	0
1	0	0	1	0	0	327	Shark Fins and Samooder Fins	,,	2	2	0	2	2	0
0	8	0	0	4	0	328	Shawls, Cashmere and Delhi	Case or package	0	14	0	0	12	0
0	4	0	0	2	0	329	Do European	,,	Measurement.					
0	8	0	0	8	0	330	Shellac	Ton	2	8	0	1	12	0
0	3	0	0	2	0	331	Shells, in cases, unenumerated	Case	0	7	0	0	7	0
0	8	0	0	8	0	332	Do. in bags and loose, unenumerated ...	Ton	2	0	0	1	8	0
0	1	6	0	1	0	333	Shovels	Per dozen	0	3	0	0	3	0
0	4	0	0	2	0	334	Silk, Raw	Case or bale	0	8	0	0	8	0
						335	Silk Piece Goods—*see* Piece Goods.							
						336	Silverware—*see* Bullion.							
Measurement						337	Skins, Goat and Sheep, tanned	Bundle, bale or case	0	6	0	0	6	0
Do.						338	Soap, perfumed, foreign	Case	Measurement.					
Do.						339	Do do bar	,,	Do.					
Do.						340	Do do do. in small boxes	Per cubic foot	0	2	0	0	2	0
1	0	0	0	8	0	341	Soap, soft, country, and bar	Ton	1	12	0	1	12	0
0	8	0	0	4	0	342	Spelter and Solder	,,	1	14	0	1	14	0
1	0	0	0	12	0	343	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated.	,,	1	12	0	1	8	0
						344	Bastard cardamoms—*see* Special rate for Cardamoms.							
0	0	1½	0	0	¾	345	Spirits, Liquors, and Wines, in wood ...	Imp. gal.	0	0	3½	0	0	3½
0	0	9	0	0	3	346	Do. do. in bottle ...	1 doz. qts. or 2 doz. pints	0	2	0	0	2	0
Measurement.						347	Stationery, unenumerated	Case or cask	Measurement.					
0	8	0	0	4	0	348	Steel	Ton	1	8	0	1	8	0
0	12	0	0	8	0	349	Sugar and Sugarcandy and Molasses	,,	0	12	6	0	12	6
0	2	0	0	1	0	350	Do. Loaf or Chopped	Case of 1 cwt. and over	0	5	0	0	3	6
Measurement.						351	Do. do. do	Case under 1 cwt.	Measurement.					
0	8	0	0	8	0	352	Sulphur	Ton	2	2	0	2	2	0
						353	Tallow—*see* Fat.							
1	0	0	0	10	0	354	Tamarind	,,	1	4	0	1	4	0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	355	Tar	Ton	2 2 0	2 2 0
0 1 0	0 0 6	356	Tea	Pkge. up to 15 lbs.	0 1 0	0 1 0
0 1 0	0 0 6	357	Do.	Pkge. above 15 lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0	0 1 0	358	Do.	Pkge. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 12 0	0 6 0	358a	Do.	Package of 180 lbs.	...	0 8 0
0 3 0	0 1 6	359	Thread	Case	0 6 0	0 5 0
0 12 0	0 8 0	360	Tiles, flooring	Ton	2 4 0	2 4 0
0 12 0	0 8 0	361	Do. foreign	1,000	3 12 0	3 12 0
		362	Do. Mangalore	Regtr. ton of vessel	1 12 0	1 12 0
0 12 0	0 4 0	363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft.	1 12 0	1 12 0
0 12 0	0 4 0	364	Do. planks and scantlings	,,	1 4 0	1 4 0
0 8 0	0 4 0	365	Tin of kinds	Ton	1 12 0	1 4 0
0 1 0	0 0 6	366	Tin plates	Box of 1 cwt.*	0 1 6	0 1 3
0 4 0	0 2 0	367	Tobacco, foreign or manufactured	Case	0 6 0	0 6 0
Measurement.		368	Do. country	Bale	Measurement.	
0 4 0	0 2 0	369	Tortoise shell	Case	0 9 0	0 9 0
Measurement.		370	Toys	,,	Measurement.	
0 2 0	0 1 0	371	Trunks and boxes	,,	Do.	
0 6 0	0 0 6	372	Turmeric and turmeric powder	Ton [gals.	1 8 0	1 4 0
Special.		373	Turpentine	Tin, drum or case up to 10 Imp.	0 2 6	0 2 6
1 4 0	0 8 0	374	Twine	Ton	2 0 0	2 0 0
0 4 0	0 2 0	375	Twist and Yarn	Bale	0 4 0	0 2 3
Measurement.		376	Umbrellas	Case	Measurement.	
0 1 0	0 0 6	377	Varnish	Five imp. gals.	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load	0 1 6	0 1 6
		379	Do. do.	Cart-load	0 7 0	0 7 0

* Boxes above 1 cwt. to be charged proportionately.

0	2	0	0	1	0	380	Vermilion	Case	0	5	0	0	5	0
0	3	0	0	2	0	381	Waste, Cotton, Twist and Wool	Bale	0	2	0	0	2	0
0	8	0	0	8	0	382	Watches, gold and silver	Case	1	8	0	1	8	0
0	4	0	0	2	0	383	Do. other than above	,,	0	12	0	0	12	0
0	6	0	0	4	0	384	Weed Seed	Ton	2	4	0	2	4	0
0	8	0	0	8	0	385	Whiting	,,	2	0	0	2	0	0
						386	Wines, &c.—*see* Spirits.							
0	1	0	0	0	6	387	Wire, bottling	Case of 1 cwt.	0	2	0	0	2	0
1	0	0	0	8	0	388	Do. of sorts, unenumerated	Ton	2	4	0	2	4	0
0	3	0	0	1	0	389	Wool, unpressed	Docra up to 1½ cwts.	0	4	0	0	4	0
0	4	0	0	2	0	390	Do. do.	Do. between 1½ and 3 cwts.	0	6	0	0	6	0
0	4	0	0	2	0	391	Do. do.	Bale or bora above 3 cwts.	0	8	0	0	8	0
0	3	0	0	2	0	392	Do. pressed	Bale	0	5	0	0	5	0
						393	Do. Berlin—*see* Haberdashery.							
						394	Woollens—*see* Piece Goods.							
0	12	0	0	6	0	395	Yellow metal, sheets, sheathing, and braziers ...	Ton	2	0	0	1	4	0
0	8	0	0	6	0	396	Zinc sheathing, sheets and perforated sheets ...	,,	2	0	0	2	0	0
						397	On all goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—							
0	1	0	0	0	9	398	If under 4 cubic feet	Package	0	2	0	0	2	0
0	1	6	0	1	0	399	If 4 or under 6 cubic feet	,,	0	4	0	0	4	0
0	2	6	0	1	6	400	If 6 or under 10 cubic feet	,,	0	6	6	0	6	6
0	4	0	0	2	0	401	If 10 or under 15 cubic feet	,,	0	8	0	0	8	0
0	5	0	0	2	6	402	If 15 or under 20 cubic feet	,,	0	10	0	0	10	0
0	6	0	0	3	0	403	If 20 or under 30 cubic feet	,,	0	14	0	0	14	0
0	10	0	0	5	0	404	If 30 or under 40 cubic feet	,,	1	3	0	1	3	0
0	14	0	0	7	0	405	If 40 or under 50 cubic feet	,,	1	8	0	1	8	0
1	0	0	0	8	0	406	If 50 or under 60 cubic feet	,,	1	14	0	1	14	0
0	1	0	0	0	9	407	For every 10 cubic or part of 10 cubic feet additional	,,	0	2	0	0	2	0
1	4	0	0	8	0	408	On all goods not enumerated, chargeable by weight	Ton	2	4	0	2	4	0
						409	Unenumerated unpacked goods	Coolie-load	0	2	0	0	2	0
						410	Passengers' baggage and other unmanifested goods for which Dock labour is not supplied ...	Free.						

MISCELLANEOUS CHARGES.

1. The following charges will be made for loading or unloading carts at the Docks :—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.
For other goods except machinery—1 anna per cart.
For machinery by truck—special rates.

The Dock Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. A charge of 3 annas per ton will be levied from the ship or from the consignees, as the case may be, for sorting iron which is landed in a mixed condition.

4. When the Dock pontoon is used by any vessel for the purpose of effecting repairs, a charge of Rs. 5 for a day or Rs. 10 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c. :—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet	0	0	6	each.
,, ,, over 6 ,,	0	1	0	,,
Bales under 6 cubic feet	0	1	0	,,
,, over 6 ,,	0	2	0	,,
Cases, Machinery, under 1½ tons weight	0	2	0	,,
Packages over 1½ tons weight	0	8	0	,,
Cases, Wines and Spirits, containing 2 dozen and under	0	0	6	,,
,, ,, ,, over 2 dozen	0	1	0	,,
Pianos and Harmoniums	0	4	0	,,
Gilt Mouldings	0	4	0	,,
Quarter Casks in casing	0	4	0	,,
Hogsheads ,,	0	8	0	,,
Two-wheeled Carriages	0	4	0	,,
Four-wheeled ,,	0	8	0	,,
Fixing Carriages	4	0	0	,,

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (to be used at ship's risk)	0	8	0	,,
For Hire of Tubs	0	8	0	,,
For Hire of 5 ton Trucks	3	0	0	,,
For Hire of 10 ,,	6	0	0	,,

9. Weighing or measuring goods 3 annas per ton and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement Rs. 5 each.

RENTS.

1. Imports.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the Ware house for Unclaimed Goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust, or rubbish.

B.—*Iron and Steel as specified under item No.* 210, and mild steel *i.e.*, steel other than fagot, keg, spring or octagon, will be allowed 7 days free of rent after landing; thereafter ground-rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air, and Rs. 30 for 500 square feet per mensem in sheds.

12. Exports.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

13. In computing the days for charging rents, Sundays and the holidays enumerated in bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. Import goods delivered into lighters alongside for removal out of Dock will be charged $\frac{1}{4}$th of wharfage rate; export goods taken on board from lighters alongside will be charged $\frac{1}{3}$rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or 1 anna per half-chest.

16. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment over side, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.	Coir.	Wool.
On landing, if work is done by Mukadam, per bale ..... Rs.	0 0 6	0 0 9	0 0 6
On re-shipment do. ..... „	0 0 6	0 0 9	0 0 6
On re-shipment, if work is done by Trust, per bale ..... „	0 2 0	0 2 9	0 4 6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will within the limit hereafter mentioned be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

Railway materials entitled to free overside delivery under this clause, when landed on the quay for ship's convenience and afterwards re-shipped into boats, will be treated as transhipment cargo under Rule 23.

19. Ordinary Ballast brought from a Port Trust Bandar, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similary all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bandar. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bandars" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

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* BYE-LAW.—Working hours at the Dock shall be from sunrise to sunset, except on Holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well in the case of dutiable goods only) as any other days on whichImperial duty may not be received will be omited, The day on which goods are landed will be counted as one of the free days except when goods are landed after sunset, when the free days will not commence until the following morning.

20. DOCK DUES.

A.—In addition to the foregoing charges on goods, every square-rigged vessel using the Docks (except troop-ships, for which special rates may be arranged,) will be charged 1 pie per ton per diem, the minimum charge (troop-ships excepted) being Rs. 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo, and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country craft (not square-rigged, will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—

For vessels 250 feet long and under .....Rs. 12 per diem.
For vessels over 250 feet in length .....Rs. 18 per diem.

21. NIGHT AND HOLIDAY WORK.

The charges for night work at Wet Docks shall be as follows :—

A.—Rs. 30 per night from 7 P. M. to 3 A. M.
Rs. 15 per half-night from 7 P.M. to midnight.

B.—When gates are opened for receiving and delivering cargo, Rs 15 per night from 7 P.M. to 3 A.M., and Rs 7½ per half-night from 7 P.M. to midnight, or from midnight to 3 A M., to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials, the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays :—

For week done any time between mid-night on Saturday and midnight on Sunday .....Rs. 200
For work done on holidays..... „ 30 per day.
„ „ ..... „ 15 per half-day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half-day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half-day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bandar rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment one-third of wharfage rate as a transhipment fee will

be charged; the transhipment fee will cover the right to deposit on wharf five days, thereafter the ordinary Dock ground or shed rent charges will be levied. Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers. In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to all such charges.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge provided that the goods so put out do not amount to more than one-fifth of the enteire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock Bye-law No. 30A.

25. The Dock Superintendent is authorized to land, at the expense of the Trust, whatever quantity of cargo may be necessary to enable a vessel to come into Dock, should it appear to him desirable to incur such expense. The goods so landed to be liable to ordinary Dock rates.

26. The Trustees will send out free of charge to vessels in the stream (ordinary Dock rates having previously been paid) such quantity of cargo not exceeding 500 tons, as, owing to insufficient depth of water, such vessels may be unable to load while in Dock, provided that the vessel to which cargo may be taken shall have loaded in Dock to the greatest extent that the depth of water there will allow prior to sailing.

27. Goods will only be sent out to the stream on the written order of the Agent specifying description and quantity; or in the case of a vessel having no Agents, then under such special arrangements as the Dock Superintendent may consider necessary for the security of the Trust.

28. In the case of cargo sent to a vessel in the stream and there shut out, the ship's Agents will be required to pay for its loading and taking out and for its return and landing, at the Docks, or, if so directed by the Agents, at any Bander, at the rate of one Rupee per ton.

29.—CRANAGE.

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes required for the whole or half of the following day to be made by 4 P.M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Applications for cranes at night, whole or half, to be made to the Shed Manager before 4 P.M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty, showing number of cranes required, from what time, and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

For each 1½-ton crane per day or per night ..... Rs. 5 0 0
For each 1½-ton crane per half day or half night... „ 2 8 0

Day to be from 6 A.M. to 6 P.M. Half day to be from 6 A.M. to noon or noon to 6 P.M. Night to be from 7 P.M. to 3 A.M. Half night to be from 7 P.M. to midnight or from midnight to 3 A.M.

Any part of a day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats or country crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. steam crane can be made available, or they may ship from the east wharf, where Bandar cranage rates are charged.

M.—For weights over 1½ tons and not exceeding

				5	tons..	Re.	1	0	0 per ton.
„	5	„	„	8	„	...Rs.	2	0	0 „
„	8	„	„	11	„	... „	3	4	0 „
„	11	„				... „	4	0	0 „

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery will be charged by measurement or weight at option of Dock officers ; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be

that at which the dead weight is chargeable. This rule will supply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee I per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed : the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

30. The toll for the use of sidings at the Wet Docks is not to exceed four annas per ton and may be fixed within this limit by the Trustees from time to time.

31. For the use of the other sidings on Port Trust Estate the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Cool do. do. 2 do.
„ Firewood, charcoal and timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1½ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

Bye-laws, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, with regard to Warehousing of Goods in Port Trust Warehouses, Granting Warrants for Goods, and other Cognate Matters.

1. Non-hazardous goods, whether dutiable or free, will be received into the Trustees' warehouses for custody on application made on Forms 1, 2, and 2 A (see Schedules A. B. and B (1), attached hereto at the rates laid down in the table of charges annexed to these rules.

2. Hazardous goods will be held to include cotton (except in full-pressed iron bound bales), vegetable fibres and grasses of all kinds, rags, mungo, waste of all kinds, pitch, tar, rosin, turpentine, brimstone, saltpetre, nitrate of soda, nitro-glycerine, gunpowder, fulminating powder, lampblack, tallow (manufactured or unmanufactured), including steraine candles, oils of all kinds, naphtha, camphine, liquid paraffin, petroleum and its products, varnish, spirits of all kinds (not in bottles), caoutchouc, gutta-percha, lucifer and percussion matches of all kinds, &c., and will not be received into the Trustees' warehouses. Paint mixed with oil, &c., is added to the list of hazardous goods which will not be received into Trustees' Warehouses.

3. Goods will be warehoused under "warrant" or without issue of "warrant," according to the desire of the warehousing party.

Goods lodged under "warrant" will be known as "warrant goods" and goods lodged without issue of "warrants" as "non warrant goods."

4. For "warrant goods" stamped warrants will be issued on Forms 3 and 4 (see Schedules C and D hereto attached), but for "non-warrant" goods a receipt will be granted on Form 5 (see Schedule E).

5. "Non-warrant goods" will be delivered in whole or in part according to written delivery orders from the holders.

6. "Non-warrant goods" will be transferred from any one depositor to another on a written authority from the original depositor; in such cases a fresh receipt (Form 5) will be issued in the name of the transferee.

7. "Non-warrant goods" once transferred to another party will only be delivered upon delivery orders signed by the transferee, who can, however, also transfer to a third party and so on, the last transferee being always considered the holder of the goods.

8. In the case of goods in the dock transit sheds which are to be warehoused the applicants must first settle all the dock wharfage, landing charges, &c., and attach to his application the necessary customs documents. The receipt for dock charges paid must also be produced for inspection if required.

9. Warrants will only be issued provided that there is no lien for freight or otherwise on the goods to be lodged and provided that all Port Trust charges for wharfage, landing, &c., are first paid.

Subsequent charges must be paid by the holders of the warrants, before delivery of the goods.

10. Warrants will be transferable by endorsement without production of the warrants to the Trustees.

11. Goods covered by a warrant cannot be delivered without production and delivery of the warrants.

12. Proprietors of goods may pay rent and incidental charges on goods covered by warrant up to any desired date and have new warrants issued.

13. Warrants will be made out for such quantities of goods as may be convenient to reporters, provided that the lotting operations have been satisfactorily completed beforehand.

14. Should the delivery of the whole contents of a warrant be directed and the goods not be removed within two days, a new warrant for the remainder of the goods incurring rent from the date of return of the original warrant must be taken out.

15. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange for the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided and state the names of the parties in whose favour the warrants are to be issued in the following form :—

"Please to divide the within" or, (when part is to be delivered) "Deliver to bearer (state how many packages) and grant new" "one for (state how many packages) in favor of , one "for," &c.

16. If desired by the holders warrants may be exchanged or divided without assigning the goods.

17. Original warrants will be charged for at the rate of 5 annas each, which will include the cost of stamp. Other warrants in lieu of those returned will be charged for at the rate of 6 annas each including the cost of stamp.

18. If from the nature of the contract between the seller and that buyer re-weighment should be necessary, new warrants, if desired, will be issued on deposit of the original warrants endorsed with directions to that effect containing the landing weights and re-weights as soon as the operations have been completed.

19. When any alterations, such as re-packing, &c., are to be made the warrants must be lodged, and others representing the goods as re-packed, &c., will be issued.

20. In the case of casks of liquids made use of to fill up others, the warrants for such casks must be lodged, and the proprietor may either have a new warrant for the remainder or it may be delivered to his order.

21. In the last three cases the operations performed will be charged for in addition to the cost of any new warrants that may be issued.

22. In the event of warrants being lost or mislaid, duplicates will be issued on application, but an engagement by the owners and a substantial surety (in Form 6 appended), to indemnify the Port Trust in case of any claim being made on the original documents, must accompany the application; the loss of the warrants must also be advertised once at least in two English and two native local newspapers.

23. No duplicate warrants will be issued until seven clear days from advertisement of loss in the newspapers have elapsed.

24. On notice of loss of any warrants being given, the goods covered will be at once stopped until either duplicates are issued or the missing warrants are produced.

25. After duplicate warrants have been once issued, the originals if produced, will not be acted upon.

26. A charge of 1 rupee in addition to cost of stamp will be made for every duplicate warrant issued.

27. Irregularities in endorsements on warrants must be carefully avoided by holders, as they not only lessen the security of the proprietors of goods and render the warrants incomplete as authorities, but also give rise to impediments in the regular despatch of business.

28. No unauthorized or irregular endorsement on warrants will be accepted or acted upon.

29. Weight notes corresponding to warrants will be furnished, when required, at a charge of annas 4 for each.

30. Part contents of goods specified in a warrant cannot be delivered unless the warrant is returned and fresh document taken out for the balance.

31. Rent for all goods placed in the warehouse will be charged per week, and part of a week will be charged as a whole week; the rent will commence from the date of application, and will be charged for the entire quantity of goods specified in the application.

32. In cases of goods transferred from one party to another, rent will commence for a fresh week from the date of transfer, the same

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as when a deposit is made ; no abatement of rent for any unexpired portion of a week will be made to the transferer, the operation of transfer being considered in the same light as a delivery.

33. Goods placed in the warehouse will remain at the risk and expense of the depositors until a receipt or warrant be granted.

34. Goods once taken delivery of by owners under a clear receipt and not removed forthwith from the warehouse premises will remain at the risk and the expense of owners, and no responsibility in connection therewith will rest with the Trustees.

35. The Trustees will not be answerable for any damage or loss suffered by merchandise while in the Trust warehouses if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been in consequence of want of proper care or attention on the part of the Trustees.

36. The Trustees will not be responsible for contents of packages when the outward condition on delivery is the same as when the packages were first received into the warehouse.

37. Permission will be given for the opening of packages for appraisement, extracting of samples, &c., but all packages so opened without their condition having been questioned will be considered as taken delivery of, and no claim for damage subsequently discovered will be allowed.

38. Packages that have been once opened will lie in the warehouse at the risk of the owner.

39. As a principle no non-warrant goods will be delivered until all rents and charges due in respect of them be fully paid up, but this rule may be relaxed for the convenience of merchants having monthly transactions and accounts at the warehouse.

40. When charges for goods in the warehouses are made by bills such charges must be paid within two months after presentation of the bills ; in case of non-payment of charges within the two months, the Trustees shall have the right to stop delivery of all goods in the warehouses standing in the names of the parties owing any rents or other warehousing charges until full settlement be effected.

41. The Trustees' warehouses will be closed on Sundays and on the general public holidays, viz. :—

Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

On other days the warehouses will be open from 7 A.M. till 5 P.M.

B. H. POTTINGER, Colonel,
Acting Secretary to Government.

Schedule A., referred to in Section 1.

FORM 1.

No. Registered No. of

Bombay, 189

THE SUPERINTENDENT,

PRINCE'S DOCK WAREHOUSES.

Please receive into your Warehouses the undermentioned packages ex S. S. and hold them to charges will be paid by

Marks.	Numbers.	Number and kind of Packages.		Description of Good
	Total...			

Signature—

Address—

Schedule B., referred to in Section 1.

FORM 2.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,

WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of to
for the undermentioned Goods about to be exported in the S. and issue Weight Notes agreeably
by
to such directions as you may receive from

Signature—
Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule B. (1), *referred to in Section* 1.

FORM 2A.

BOMBAY PORT TRUST.

CC—14

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,
WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of
for the undermentioned Goods imported in the S. Captain
from entered by on the 189 ; and
issue Weight Notes agreeably to such directions as you may receive from

Signature—

Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule C., referred to in Section 4.

FORM 3.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot No. Rotn. No.

Bombay, Dated this 189 .

Warrant for the Goods noted below, warehoused by for export to
by S. expected to sail on deliverable to
or order by endorsement hereon. Rent commences on the and all other charges
from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

To No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule D., referred to in Section 4.

FORM 4.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

No. *Bombay, Dated this* 189 .

Warrant for the Goods noted below, imported in the S. Captain
from entered by on the deliverable
to or order by endorsement hereon. Rent commences on the
and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

To No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule E., referred to in Section 4.

FORM 5.

No. of 189 .

No.

BOMBAY PORT TRUST.

PRINCE'S DOCK WAREHOUSES.

Received from

The following Goods warehoused by

Marks, Nos. and Address.	Packages.	Description.	Ship.	Remarks.
1	2	3	4	5

For Superintendent,
Prince's Dock Warehouses.

189 .

The Port Trust is not liable for damage or loss from unavoidable causes.

FORM 6.

We (or I), *A.B.*, now of , and *C. D.* of , are jointly and severally bound to the Trustees of the Port of Bombay, their successors, and assigns, in sum of Rs. to be paid to the said Trustees, their successors, or assigns, for which payment we jointly and severally bind ourselves respectively and our legal representatives.

Surety. Double the value of the goods in respect of which the warrant has been lost.

The stamp will be in accordance with the Stamp Act, Schedule No. 28.

Dated this day of 189 .

Whereas the Warrants dated the day of 18 and bearing Numbers which were issued by the said Trustees to in respect of have been lost or mislaid. And whereas the said are owners of the said goods and have on the advertised in the newspapers the loss of the said Warrants but no answer has been received to the said advertisements and the said have applied to the said Trustees to issue Duplicates of the said Warrants which they have agreed to do upon receiving this Indemnity. And whereas the said hath at the request of the said agreed to become their surety for the performance of the conditions hereinafter contained. Now the Condition of the above written Bond is such that if the said and and the said and their respective legal representatives or any or either of them shall and will from time to time and at all times hereafter effectually indemnify and save harmless the said Trustees, their successors, and assigns, from and against all suits, costs, charges, damages, claims, and demands whatsoever which shall or may at any time or times hereafter be brought or prosecuted against the said Trustees, their successors or assigns by any person or persons whomsoever by reason of the said Warrants not having been produced or having been lost, mislaid, or dealt with in any way, or by reason of the said duplicate Warrants having been handed over by the said Trustees to the said or for or by reason or on account of any other matter or thing whatsoever in any wise relating to the premises, then the above written Bond is to be void and of no effect, otherwise the same shall be and remain in full force and virtue.

Mention the goods.

How many times.

Signed, sealed and delivered by

No. 7.—Under the provisions of Section 43 of the Port Trust Act, 1879, and the Port Trust Amendment Act VI. of 1883, the following rates will be charged for the rent, storage and delivery of goods deposited in the Port Trust Warehouses on and after 1st April 1885 :—

BOMBAY PORT TRUST.

WAREHOUSE DEPARTMENT.

Scale of Charges for "Warrant" and "Unwarrant" Goods.

Goods.	Per	Charges. Removing and Storage Charges. Rs. a. p.	Rent per Week or portion of a Week. Rs. a. p.
1. Alum	Ton	0 8 0	0 1 6
2. Beef and Pork	Tierce	0 4 0	0 0 6
3. Do.	Barrel	0 3 0	0 0 4
4. Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6
5. Do.	,, above 12 c. ft.	0 3 0	0 1 0
6. Cardamoms	Cwt.	0 0 6	0 0 2
7. Cement	Ton	0 8 0	0 1 6
8. Coffee	,,	0 8 0	0 1 0
9. Copperas	,,	0 8 0	0 2 0
10. Cotton	Pressed Bale	0 1 6	0 0 6
11. Cutlery	Package measurement.		
11*a*. Earthenware retorts and piping for drainage	To be charged by measurement.		
12. Ginger, dry	Ton	0 6 0	0 1 6
13. Glassware and Earthenware	Package measurement.		
14. Grain	Ton	0 5 0	0 0 9
15. Groundnuts	,,	0 5 0	0 0 9
16. Gums	,,	0 8 0	0 1 6
17. Gunnies	Bale, large	0 3 0	0 0 9
18. Do.	,, small	0 2 0	0 0 6
19. Hardware	Package measurement.		
20. Hessians	Same as for canvas.		
21. Machinery	Ton	1 8 0	0 8 0
METALS—			
22. Iron—Hoop, Sheet, Nail & Rod	,,	0 8 0	0 1 0
23. Do.—Bars and Bundles	,,	0 8 0	0 1 0
24. Copper & Yellow Metal, in cases	,,	0 10 0	0 1 0
24*a*. Do. do. in bundles	,,	...	0 1 6
25. Zinc Sheets	,,	0 8 0	0 1 0
26. Copper, Zinc, Spelter, Tin, in Tiles or Sheet	,,	0 8 0	0 1 0
27. Indigo	,,	0 8 0	0 2 0
28. Mother-o'-Pearl Shells	,,	0 8 0	0 2 0
29. Myrabollams or (gallnuts)	,,	0 5 0	0 0 9
30. Oil Seeds	,,	0 5 0	0 0 9
31. Opium	Chest	0 4 0	0 4 0
32. Paper, in bales or cases	Package	0 3 0	0 0 6
33. Paints	Ton	0 8 0	0 1 0
34. Pepper	,,	0 6 0	0 1 6
35. Piece-Goods	Bale below 15 c. ft.	0 2 0	0 0 6
35*a*. Do. per bale of 15 c.ft. and upwards	Per c. foot	0 0 2	0 0 0½
36. Sandal and Sapan wood	Ton	0 8 0	0 2 0
37. Senna Leaves	,,	0 6 0	0 1 6
38. Sharkfins and Fishmaws	,,	0 8 0	0 4 0
39. Shawls	Package	0 4 0	0 4 0
40. Sugar	Ton	0 6 0	0 0 9
41. Spices except Cardamoms	,,	0 8 0	0 1 0
42. Tea	Chest	0 1 0	0 0 3
43. Tin Plates	Ton	0 8 0	0 1 0
44. Turmeric	,,	0 6 0	0 1 0
45. Twist and Yarn	Bale	0 2 0	0 0 5
46. Wool	Pressed Bale	0 2 0	0 0 6
47. Unenumerated goods, if charged by measurement	C. foot	0 0 3	0 0 1
48. Do. do. by weight	Ton	0 8 0	0 1 6

1. Loading or unloading of carts will be charged for as under :—

		Rs.	a.	p.
1.	Loading or unloading packages up to 2 cwts. eachs, per cart	0	1	0
2.	Loading and unloading together packages up to 2 cwts. each, per cart	0	1	6

3. Loading and unloading together of packages over 2 cwt. each, at rates to be arranged with the Traffic Manager.

4. The Traffic Manager will have the option of allowing merchants to do their loading and unloading of carts or of having the service performed departmentally.

5. Weighment of goods will be charged for at the rate of 3 annas per ton.

6. Goods weighed and restored by the Warehouse department will be charged one half of the original removing and storing charges.

BOMBAY PORT TRUST.

Bye-Laws under Sections 85 *and* 88 *of the Bombay Port Trust Act*, 1873, *and Sections* 73 *and* 74 *of Bombay Port Trust Act* 1879.

1. Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, will be liable to a fine not exceeding fifty Rupees for each offence.

2. In the event of a receipt for Port Dues being lost or destroyed a fee of one Rupee will be charged for a duplicate.

3. In the event of a receipt for wharfage or other fees, chargeable under Section 57 of the Port Trust Act, being lost or destroyed, or in the event of a duplicate receipt being, for any reason, required, a fee of four annas shall be charged for such duplicate.

4. Any person spitting beetle-nut, or throwing dirt or rubbish in, or otherwise soiling, the passenger-shed at Mazagon Bunder, shall be liable to a fine not exceeding Rupees ten for each offence.

5. It is strictly prohibited to bathe, or to wash cattle or cloths, with the water supplied to the troughs on the Port Trust Estate. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

6. Passing of foot-passengers or of carriages, carts or horses, or the driving of animals over the level crossings of railway lines leading to the Prince's Dock, to the Musjid and Carnac Bunders, and to the Mody Bay Reclamation, is strictly prohibited when a railway train or engine is approaching, of which due warning will be given by the ringing of a bell. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

7. Obstruction of the approach to any wharf, landing-place, or jetty of the Port Trustees of Bombay, by any boat remaining alongside while not actually engaged in loading or unloading cargo, after the Tindal or owner shall have been warned by an officer of Port Trust to keep a clear passage for other boats, is strictly prohibited. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees twenty-five for each offence.

8. Any person obstructing any road, thoroughfare, or pathway on the Port Trust Estate by placing thereon goods or other articles for storage, or in any other manner obstructing or hindering the way, shall, after having been given due notice by a Port Trust officer to clear away the obstructions, in case of refusal or non-compliance, be liable to have the obstructing goods, articles or other hindrances removed at his expense by the Port Trust officers, and be further liable to a fine not exceeding Rupees twenty-five for each offence.

9. Parties may be allowed to erect varandahs, sunshades, and other projections not exceeding 4 feet in width over roads or foot-paths on the Port Trust Estate on the payment of half rent or value for the land so projected over, they having no claim to the land in question; but no projection to be made under 12 feet from the ground.

10. The owner of every ferry steamer or other vessel carrying passengers to or from any Port Trust wharf shall make proper provision for the safe and orderly embarking and disembarking of all passengers carried in his vessel, subject to a penalty not exceeding Rupees one hundred for each occasion on which he may fail to do so.

11. Claims for refund of wharfage fees, extra fees, &c., must be preferred within two months from the date on which the wharfage fees, extra fees, &c., have been paid, otherwise no refund will be permitted.

12. No claims for less than Rupees two for refund of wharfage fees, &c., will be admitted unless in cases where charges have been made in excess of proper rates through an error of the receiving clerks.

13. No person or persons shall cause or permit to be thrown or discharged into any basin vested in Government or in the Trustees, as the case may be, or into the harbour of Bombay from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter or thing liquid or solid likely to create or increase a nuisance.

13 *A*. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

14. The Traffic Manager may at his discretion prohibit the deposit of coal, coke, cinders, ashes and fuel on any of the wharf roads.

15. In the case of goods brought by vessels sailing under a General Pass granted by the Collector of Customs, before any such goods are landed at the Trustees' Bunders, *i.e.*, at their wharves, piers and landing-places other than the wharves, piers and landing places at Prince's and Victoria Docks, or having been landed before such goods are removed from the Trustees' permises, the owners or importers of the goods shall prepare a declaration note, in duplicate, in the form shown in Schedule A, stating the number, marks and description of the packages, and the sort and weight of the goods intended to be landed, and comply with the following bye-laws.

This declaration note shall be handed by the owners or importers to the Trustees' Officers at the Mody Bunder Traffic Office for examination.

The duplicate will be retained in that office and the original returned to the owners or importers, who must present the said original declaration note to the officers employed in the collection of the Trustees' charges at the Bunders, where the goods have been or are intended to be landed, and pay the Trustees' charges on the goods specified in the note, before such goods shall be removed from the Trustees' premises, and on such removal of the goods shall surrender the note to the said officers.

16. Landing place at the Apollo Pier.—The steps at the east face of this pier shall be the ordinary landing place for launches, cutters, gigs, or other vessels propelled by steam power, to go alongside for the purpose of landing or embarking passengers or for any other purpose.

It is prohibited for the above vessels to use the slope or inside steps on the north side of the pier or the slope on the south side except between the 15th May and 15th September each year.

Penalty for infringement of this Bye-law, Rs. 50 (fifty).

Any person infringing this Bye-law shall be liable to a penalty not exceeding Rs. 100, and for a continuing infringement to a penalty not exceeding Rs. 50 per diem for every day after notice of such infringement shall have been given by this Board.

SCHEDULE A.

Duplicate.

FOR BOMBAY PORT TRUST.

Declaration of Goods imported per S. S. "_____"

from _____ by _____

To be landed at _____ Bandar.

Marks and Number.	Quantity or number of Packages.	Description of Goods.	Weight.	Remarks.

_____ do hereby declare that the contents of this Declaration are truly stated.

Bombay, _____

Importer,
Owner, or Consignee.

To be filled by Port Trust.

Boat Note No. _____

Declaration Note Nos. _____

(Signature) (Date)

Original.

FOR BOMBAY PORT TRUST.

Declaration of Goods imported per S. S. "_____"

from _____ by _____

To be landed at _____ Bandar.

Marks and Number.	Quantity or number of Packages.	Description of Goods.	Weight.	Remarks.

_____ do hereby declare that the contents of this Declaration are truly stated.

Bombay, _____

Importer,
Owner, or Consignee.

To be filled by Port Trust.

Boat Note No. _____

Declaration Note Nos. _____

(Signature) (Date)

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES TO BE CHARGED AT PORT TRUST BANDARS.

Sanctioned under Sec. 43, "Bombay Port Trust Act, 1879."

See Sec. 30, page 34.—Goods landed at or shipped from the Chaupati, Mahim and Warli Bandars, and also the Bandars north of Esmael Hubib Bandar, with the exception of the Gunpowder Magazine Wharf, will be charged half the rates laid down in this Table for wharfage and half the rents and extra fees, Basin rents and Scale fees laid down in sections 2, 3 and 4, page 24, and in sections 18, 19 and 20, pages 29, 30, 31 and 32.

No. of Item	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids...	Case	0 4 0
2	Ærated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter, and cider ...	Hogshead	0 4 0
5	Do. do. in wood ...	Kilderkin	0 2 0
6	Do. do. in bottles ...	1 doz. qts. or 2 doz. pints	0 0 6
7	Do. do. in firkins of 9 gallons...	Firkin	0 1 3
8	Alkali (sajekar)	Ton	0 12 0
9	Almonds	,,	0 12 0
10	Aloes, black	,,	0 12 0
11	Alum (fatki)	,,	0 8 0
12	Ambasee (dried mango) ...	,,	0 12 0
13	* Anchors, grapnels, &c., English.	,,	0 8 0
14	Do. do. country	Coolie-load	0 0 6
14a	Do. do. do.	Cart-load.	0 6 0
15	Animals—*see* Live Stock. Animals and plants for public gardens in India	...	Free
16	Antimony (soorma)	Ton	0 12 0
17	Apparel, not accompanying passengers	Package	0 2 0
18	Arrowroot, country	Ton	0 12 0
19	Do. foreign	Case or package	Measurement
20	Arsenic	Package	Do.
21	Asphalte	Ton	0 8 0
22	Asafœtida, in bulk (hing) fine...	,,	2 8 0
23	Do. do. do. ...	Case or package	0 4 0
24	Do. coarse (Hingola) ...	Ton	0 12 0
25	* Ballast stones	Boat under 25 tons burden	1 0 0
26	* Do.	Boat over 25 and up to 50 tons	2 0 0
27	* Do.	Boat over 50 tons burden	2 8 0
28	* Bamboos	Regd. ton of vessel	0 2 0
29	* Do. tokers by raft ...	One hundred	0 8 0
30	* Do. and tokers ...	Cart-load	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
31	* Bamboo blinds, in bundles ...	Regd. ton of vessel	0	2	0
32	* Do. do. do. ...	One hundred bundles	0	8	0
33	Do. do. do. ...	Cart-load	0	2	0
34	Bangles, country	Package	0	1	0
35	Do. do.	Cart-load	0	6	0
36	Do. foreign	Case	0	2	0
37	Bardans (old gunnies) ...	Bundle of 25 pieces or part thereof.	0	0	3
38	* Bark, shemby	Regd. ton of vessel	0	6	0
39	* Do. of sorts	Ton	0	12	0
40	* Baskets, cane	One dozen	0	0	6
41	* Do. bamboo	,,	0	0	3
42	Beads, in bags	Bag	0	2	0
43	* Do. in cases	Case	0	2	0
44	Bedsteads, country	Each	0	2	0
45	Beef or Pork	Tierce	0	4	0
46	Do do.	Barrel	0	2	0
47	Beeswax	Package	0	2	0
48	Betelnut	Ton	0	9	0
49	Betel-leaves	Package	0	0	6
50	Do.	Cart-load	0	4	0
51	Bhang	Ton	1	4	0
52	Bhat (paddy)	Candy of 20 furrahs	0	3	0
53	Biscuit, ship	Ton	0	12	0
54	Do. in cases	Case	Measurement		
55	Do. in tins	One dozen	0	3	0
56	Billiard-tables	Each	5	0	0
57	Blood stones	Case or package	0	2	0
58	* Boats (hodies)	Each	0	4	0
59	* Boats, jolly	,,	0	8	0
60	* Boats, muchwas and bullows.	,,	0	8	0
61	Boilers—*see* special rates at p. 35.				
62	* Bones	Ton	0	9	0
63	Books	Case	Measurement		
64	Boots and shoes, English ...	,,	Do.		
65	Do. do. country ...	Bundle or package	0	1	0
66	Borax (unrefined)	Ton	0	12	0
67	*Bottles, empty	Crate, cask or case over 8 cubic feet	0	2	0
67a	* Do. do.	In packages up to 8 c. feet, per c. foot	0	0	3
68	* Do. do. loose	Cart-load	0	3	0
69	* Do. do.	Coolie-load	0	0	6
70	* Boxes, country, empty ...	One dozen	0	4	0
71	* Do. unmade, from Malabar Coast ...	Registered tonnage of cargo boat	0	4	0
72	* Do. do.	Cart-load	0	4	0
73	* Do. horse & cattle, empty §	Each	0	8	0
74	Bran	Candy of 8 furrahs or 2¼ cwt.	0	1	0
75	Brass leaves—*see* Orsidue.				
76	Brass of sorts and ware ..	Ton	0	8	0
77	Do. do. when no weight is given	Package	Measurement		
78	Bricks, bath	Case	0	1	0
79	* Do. and tile, country ...	Regd. ton of vessel	0	2	0
80	* Do. do. do. ...	Cart-load	0	1	0

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee Rs.	a.	p.
81	* Bricks, foreign	Per thousand	1	8	0
82	Brooms	One hundred	0	0	6
83	Bullion, specie, gold and silver-ware, and coins, plate, &c. ...	Box or package	0	4	0
84	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0
85	Do. do.	Package over 6 c. ft.	0	2	0
86	* Casks and hogsheads ...	Each	0	1	0
87	* Casks and hogsheads, half and quarter...	"	0	0	6
87a	* Casks and butts, pipes and puncheons	"	0	4	0
88	* Cables, chain	Ton	0	8	0
89	* Do. hemp	"	0	12	0
90	* Cadjans	Regd. ton of vessel	0	4	0
91	* Do.	Cart-load	0	4	0
92	Cajoo or cashewnuts	Package	0	2	0
93	Cambay stones	Case or package	0	2	0
94	Camphor	Ton	1	4	0
95	Candles	Cwt.	0	2	0
96	Canes—*see* Rattans.				
97	Canvas	Bale	0	3	0
98	Do.	Bolt	0	0	6
99	* Camphor-wood drawers and boxes	Case	0	4	0
100	Capoor cutchree	Ton	0	12	0
101	Cardamoms	Cwt.	0	2	0
102	Do. bastard—*see* Spices.				
103	Carpets, country	Case or package	0	1	0
104	Do. foreign	"	0	4	0
105	* Carriages, four-wheeled ..	Each	4	0	0
106	* Do. two-wheeled ...	"	3	0	0
107	Cartridges, loaded—*see* under Gunpowder 269D.				
108	* Carts, country	"	0	8	0
109	* Cart-wheels...	Pair	0	4	0
110	Cassa-ware, white metal ...	Ton	0	8	0
111	Catechu	Package of 4 c. ft. and under	0	0	6
112	Do.	Package over 4 c. ft.	0	1	0
113	Cement	Ton	0	6	0
114	Chairs, in bundles	Bundle	0	1	0
115	Chairs, loose	Each	0	0	6
116	Chalk...	Ton	0	6	0
117	* Charcoal	Regd. ton of vessel	0	2	0
118	* Charpoys	Each	0	1	0
119	Cheese, in cases	Case	Measurement		
120	Do. loose	Each	0	0	3
121	Chemicals—*see* Drugs and Medicines.				
122	Cheroots and Cigars	Case	Measurement		
123	Chillies, dried	Ton	0	9	0
124	* Chilims, for hookas... ...	One thousand	0	1	0
125	China, copper cash	Ton	0	8	0
126	Do. flower pots	Each	0	0	6
127	Do. garden seats	"	0	2	0
128	Do. preserves & chow-chow.	Case of ½ a doz. and under	0	1	0
129	Do. do. do. ...	Case of over ½ a doz.	0	2	0
130	Do. do. do. ...	Jar or pot	0	0	3

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
131	China, roots	Ton	0 12 0
132	Do. and Japan fancy goods.	Case	Measurement
133	Do. ware in rolls	One dozen	0 2 0
134	Do. white copperware ...	Case	0 3 0
135	Chooney	Candy of 8 furrahs or 9 Indian maunds	0 2 0
136	* Chunam, loose	Regd. ton of vessel	0 2 0
137	* Do. in packages ..	Ton	0 8 0
138	* Do. stones	,,	0 4 0
139	* Clay, China and fire ..	,,	0 8 0
140	* Do. country	Regd. ton of vessel	0 3 0
141	Clay figures	Case	0 2 0
142	Clocks	Case of 8 c. ft. and over	0 8 0
143	Do.	Case of under 8 c. ft.	0 4 0
144	* Coal, coke, cinders, patent fuel, and ashes	Ton	0 1 0
145	Do. do. do. ...	Cart-load	0 1 0
146	* Coal shoots	Each	0 4 0
147	Cocoanuts, loose, when numbers are declared	One thousand	0 2 6
148	Do. when numbers are not declared	Package	0 1 0
149	Cochineal	Cwt.	0 2 0
150	Cocum	Ton	0 12 0
151	Do. oil	Case or pot	0 4 0
152	Coffee...	Ton	0 8 0
153	Do. dross	,,	0 6 0
154	Coins, copper...	Box or package	0 1 0
155	Coir Fibre	Ton	0 9 0
156	Do. pressed	Bale	0 1 6
157	Do. rope, cable, cordage and yarn	Ton	0 9 0
158	Colombo root...	,,	0 12 0
159	Confectionery	Case	Measurement
160	* Coojas or goblets, Muscat ...	One hundred	0 4 0
161	* Do. do. Goa, common.	,,	0 2 0
162	Coormoora (parched rice) ...	Package	0 0 6
163	Coosoomba—*see* Safflower.		
164	* Copper, in sheet, slabs, or tiles	Ton	0 8 0
165	Do. ware and wire ..	,,	0 8 0
166	Do. when no weight is given	Package	Measurement
167	Copperas	Ton	0 12 0
168	Copra...	,,	0 9 0
169	Coral	Package or box	0 8 0
170	Do. imitation	Case	Measurement
171	Cordage and hawsers, hemp, Europe and Manilla ...	Ton	0 12 0
172	Coriander seeds	,,	0 9 0
173	Corks...	Bale or case	Measurement
174	Cotton, raw, pressed	Bale	0 0 6
175	Do. unpressed	Bale or docra of over 3 cwts.	0 0 6
176	Do. do.	Bale or docra of under 3 cwts.	0 0 3
177	* Cotton screw-jacks	Each	0 0 6
178	Couches and sofas	,,	0 2 0
179	Cowries	Ton	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
180	Crackers, China	Case of over one-half picul of 133 lbs.	0 2 0
181	Do. do.	Case up to one-half picul	0 1 0
182	Crockery, porcelain, and earthenware	Crate or hogshead	Measurement
183	Croton seed (jamalgotee) ...	Ton	0 12 0
184	Cummin seed	,,	1 4 0
185	Cuppas (mat bags)	One hundred	0 4 0
186	Do. (do.)	Coolie-load	0 0 6
187	Cutlery	Case	Measurement
188	Dammer	Ton	0 9 0
189	Dates, dry	,,	0 9 0
190	Do. wet	,,	0 9 0
191	Do. in pots	One dozen pots	0 4 0
192	† Dhooleakar (country soda earth) ...	Regd. ton of vessel	0 6 0
193	Do. part cargo and in bags.	Ton	0 9 0
194	Dhowri flowers	,,	0 12 0
195	* Dinner cups (leaves) ...	Fifteen hundred	0 0 3
196	Do. leaves	,,	0 0 3
197	Dishes, wooden, large ..	Score	0 1 0
198	Do. do. small ...	,,	0 0 6
199	* Disinfecting powder ...	Ton	0 8 0
200	Dragon's blood	Case	0 2 0
201	Drugs and Medicines, foreign, not enumerated.	Case or package	Measurement
202	Do. do. country, when no weight is given.	Bag	0 1 0
202a	Do. do. when weight is given	Ton	0 12 0
203	Drums, dubbers, and dubbas...	One hundred	0 12 0
204	Dyes, country, not enumerated when weight is given ...	Ton	0 12 0
204a	Do. do. when no weight is given...	Package	0 1 0
205	Do. foreign...	Case or package	Measurement
206	Earthen retorts and piping for drainage	Ton	0 12 0
207	Earthenware, foreign—*see* Crockery.		
208	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton of vessel	0 3 0
208a	* Do. do. when part cargo.	Coolie-load	0 0 3
209	* Eggs	Basket or pot	0 0 6
210	Elephants' tusks and Moyes' teeth—*see* Ivory.		
211	Engines, garden	Each	0 4 0
212	Fans	Case	0 2 0
213	Fat, grease, lard and tallow ...	Ton	0 12 0
214	Feathers	Case or package	0 2 0
215	Felt	Bale	Measurement
216	* Firewood	Regd. ton of vessel	0 2 0
217	* Do.	Cart-load	0 1 3
218	* Fish, fresh	Mutchwa or buffow per month	2 0 0
219	* Do.	Hody per month	1 0 0
220	* Do.	Boat manned by 2 men	0 8 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
221	Fish, salted & dried, in pkges.	Ton	0	12	0
222	Do. do., loose ...	Regd. ton of vessel	0	8	0
223	Do. do. ...	Cart-load	0	4	0
224	Fish, tamarind	Keg	0	1	0
224*a*	Do.	Cask	0	2	0
225	Fishmaws	Ton	1	4	0
226	Fishing nets, new	Each	0	2	0
227	Do. tackle	Case	0	2	0
228	Fish roe	Pot or package	0	1	0
229	Flax	Bale	0	2	0
230	Flour	Ton—{ on Import	0	4	0
		{ „ Export	0	3	0
231	Flour in barrels, no weight given	Barrel	0	1	0
232	* Fruits, fresh, foreign ...	Case	0	1	0
233	* Do. do.	Barrel	0	1	6
234	* Do. from Zanzibar and Muscat	Basket	0	0	6
235	* Do. from Cabul	Large basket or jambil	0	6	0
236	* Fruit, fresh, country ...	Regd. ton of vessel	0	2	0
237	* Fruits, fresh, part cargo ...	Cart-load	0	1	6
238	* Do. country	Coolie-load	0	0	3
239	Do. dry, not enumerated..	Ton	0	12	0
240	Do. from Europe ...	Case	Measurement		
241	Furniture, not accompanying passengers	„	Do.		
242	Gallnuts—*see* Myrabolams.				
243	Ganja *(Cannabis indica)* ...	Ton	1	4	0
244	Garlic	„	0	12	0
245	Ghee	„	0	12	0
246	Ginger, dry (soonth)	„	0	8	0
247	* Do. green...	Regd. ton of vessel	0	2	0
248	* Do. do. part cargo ...	Cart-load	0	1	6
249	Do.	Coolie-load	0	0	3
250	Glass-ware	Hogshead	Measurement		
251	Glass, window	Box	0	1	0
252	Do. broken	Package	0	1	0
253	Glue	Ton	1	0	0
254	Goat's hair, loose, in bundles...	Bundle or package	0	0	6
255	Do. pressed	Bale	0	1	0
256	Gold leaf—*see* Bullion.				
257	Do. mock	Box or package	0	1	0
258	Gold and silver lace or jurry ...	„	0	4	0
259	Grain of all kinds, loose and in bags	Per ton of 3 candies 8 furrahs, or 9 Indian maunds to candy—On Import	0	4	0
		On Export	0	3	0
260	* Grass, green	Regd. ton of vessel	0	2	0
261	* Do.	Cart-load	0	1	0
262	Grass-oil	Case or pot	0	4	0
263	Grinding-stones, country ...	Pair	0	0	6
264	Groundnuts	Ton	0	6	0
265	Gums of kinds, not enumerated	„	1	0	0
266	Gunny-pieces and bags ...	Bale	0	3	0
267	Do. do. ...	Half bale	0	1	6
268	Do. do. ...	Bundle of 50 pieces	0	0	9

No. of Item	Description of Goods.	How charged.	Wharfage Fee Rs. a. p.
269	Gunpowder	Case or barrel up to 25 lbs.	0 2 0
269b	Do.	Case or barrel above 25 lbs. and up to 50 lbs.	0 3 0
269b	Do.	Case or barrel above 50 lbs. and up to 100 lbs.	0 4 0
269c	Do.	For every 25 lbs. additional	0 2 0
	Note. Do. for Harbour Batteries	Free	Free
269d	Percussion caps and loaded cartridges	Per cubic foot	0 2 0
270	Guns, large, cannons, howitzers, &c.—*see* Military stores and arms.		
271	†Sporting rifles, fowling-pieces, &c.	Each	0 3 0
272	†Pistols, revolvers, &c. ...	,,	0 2 0
273	Haberdashery, millinery, and hosiery	Case	Measurement
274	Hams, in cases	,,	Do.
275	* Do. loose	Each	0 0 3
276	* Hardware	Ton	0 12 0
277	Do. when no weight is given.	Package	Measurement
278	Harmoniums and Organs—		
	If under 20 cubic feet ...	Each	0 6 0
	If 20 c. ft. & under 30 c. ft. ...	,,	0 9 0
	If 30 ,, do. 40 ,, ...	,,	0 12 0
	If 40 ,, do. 50 ,, ...	,,	1 0 0
	If 50 ,, do. 60 ,, ...	,,	1 10 0
	If 60 ,, do. 70 ,, ...	,,	2 10 0
	If 70 ,, do. 80 ,, ...	,,	4 0 0
	If 80 ,, and over	,,	5 0 0
279	Harness and harness requisites	Case	Measurement
280	Hats and caps—*see* Haberdashery and Millinery.		
281	* Hay and Straw	Regd. ton of vessel	0 2 0
282	* Do. pressed	Bale	0 0 6
283	* Do. in bundles	Cart-load	0 1 0
284	Hemp, loose, in bundles ...	Ton	0 9 0
285	Do. pressed	Bale	0 1 0
286	Hessians	,,	0 3 0
287	* Hides, buffalo, &c.	One hundred	0 8 0
288	Honey	Package or pot	0 1 0
289	Hookas (cocoanut shells) ..	Package	0 1 0
290	Horns, buffalo, bullock & deer.	Ton	0 12 0
291	Hulwa, in plates	Dozen plates	0 1 0
292	Do. in jambils	Dozen jambils	0 0 6
293	* Husk or chaff for burning bricks	Regd. ton of vessel	0 2 0
294	* Do. for animals	Candy of 8 furrahs or 2¼ cwt.	0 1 0
295	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0

† Sporting rifles, fowling-pieces, pistols, revolvers, &c., accompanying shooting parties, or passed between ship and shore, for repair, or sporting, will be exempted from Wharfage fees.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
296	Incense—*see* Olibanum.		
297	Indian condiments	Case	Measurement
298	Indigo	Ton	1 0 0
299	Ink	Case	0 3 0
300	Do.	Cask	0 4 0
301	Instruments, drawing, mathematical, musical, and others not enumerated	Case or package	Measurement
302	Ironmongery	Ton	0 12 0
303	Do. when no weight is given	Case	Measurement
304	* Iron, bar, hoop, pig, rod, scraps, sheets, bands, angle, T, old, and steel-hoops ...	Ton	0 6 0
305	* Iron other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0 8 0
305a	* Iron Tanks—*see* Item 495a.		
306	Ivory and elephant tusks ...	Cwt.	0 2 0
307	Do. ware	Package	0 4 0
308	Jaggery	Ton	0 6 0
309	Jars, fancy, large, China and Japan	Each	0 1 0
310	Do. common	One hundred	1 8 0
311	Jewellery and trinkets ...	Box or package	0 8 0
312	Do. do., imitation ...	Case or package	0 2 0
313	Jute, raw, loose	Ton	0 9 0
314	Do. pressed	Bale	0 1 0
315	Kegs	One doz.	0 2 0
316	Khootwood	Ton	0 12 0
317	Kuskus for tatties	Package	0 1 0
318	Kerosine Oil	Case of 8 Im. gals.	0 0 6
319	Lac	Ton	1 0 0
320	Lac-dye	Package	0 2 0
321	Lavender flowers	,,	0 1 0
322	Lanterns, country	One doz.	0 0 6
323	Lead, pig, piping, sheets and rolls...	Ton	0 8 0
324	Do. black, white and red ...	,,	0 12 0
325	Do. shot	,,	0 12 0
326	Leather, country	Bundle of 25	0 2 0
327	Do. foreign	Case or package	Measurement
328	Liquorice-root	Ton	0 12 0
329	Liquors, foreign and country—*see* Spirits.		
330	* Live stock—		
A	Cows and buffaloes ...	Each	0 4 0
B	Calves and pigs	,,	0 2 0
C	Dogs and monkeys ...	,,	0 1 0
D	Donkeys	,,	0 8 0
E	Deer	,,	0 2 0
F	Elephants	,,	2 0 0
G	Fowls and ducks	One doz.	0 1 6
H	Goats and sheep	Each	0 1 0
I	Do. do.	Per 100	1 8 0
J	Horses—*see foot note to item No.* 73	Each	1 0 0
K	Mules	,,	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
L	Pigeons, quails and partridges	One doz.	0 1 0
M	Turkeys and geese ..	,,	0 2 0
N	Tigers, bears, and other wild animals	Each	2 0 0
O	Other small birds	Free	
P	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner.		
331	Luggage of European sailors, ship captains, naval officers, members of the water police, and preventive officers, while proceeding on or off duty on board.	Free	
332	* Passengers' luggage.		
333	Do. do. brought by native coolies.		
334	Madder or munjeet	Ton	0 12 0
335	* Marble and marble slabs ...	,,	0 12 0
336	Marking-nuts (bellama) ...	Package	Measurement
337	* Masts of muchwas and padows	Each	0 1 0
338	* Do. of buggalows, cottias, and pattimars	,,	0 2 0
339	Matches, English	Case	Measurement
340	Do. country (dewasali) ...	Bundle	0 0 6
341	Mats, of sorts, foreign ...	Package of 50	0 1 6
342	Do. country...	,, of 100	0 2 0
343	Do. cane	Roll of 25	0 2 0
344	Machinery—*see* special rates at pages 34 and 35.		
345	Matting, coir	Roll	0 1 0
346	Do. rolls of coir carpet ...	,,	0 2 0
347	Medicine—*see* Drugs.		
348	Metals, not enumerated ...	Ton	0 8 0
349	* Mill and foundation stones...	,,	0 8 0
350	Millinery—*see* Haberdashery.		
351	Molasses and treacle	,,	0 12 0
352	Mother-o'-pearl shells ...	,,	1 0 0
353	Military stores, arms, equipment ...	,,	0 12 0
354	Do. do. when no weight is given	Case	Measurement
355	Mineral waters	Case or cask	0 1 0
356	Mowra and mowra flowers ...	Ton	0 6 0
357	Myrabolams	,,	0 6 0
358	Myrrh	,,	1 4 0
359	Nails, of sorts	,,	0 8 0
360	Naphtha	Per 10 gals. or part of 10 gallons.	0 1 0
361	Nowsagur—*see* Salamoniac.		
362	Nuxvomica	Ton	0 12 0
363	Oars, country...	One doz.	0 1 0
364	Ochre, of kinds	Ton	0 8 0
365	Oils, linseed, castor, and other vegetable...	10 gals. or part of 10 gallons.	0 1 0
366	Do. do. do. when in casks...	Ton	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
367	Oils, perfumed, of sorts ...	Case or pot	0	4	0
368	Oil-cake	Ton	0	9	0
369	Oilman's stores	Case	Measurement		
370	Olibanum	Ton	0	12	0
371	Opium	Chest of 140 lbs.	1	0	0
372	Do.	Half chest	0	8	0
373	Orsidue or brass leaves ...	Package	0	0	6
374	Overland post parcels ...	Each	0	0	6
375	Paints, oil	Ton	0	12	0
376	Palanquins and doolies ...	Each	0	8	0
377	Paper, of kinds	Bale	0	2	0
378	Papudkhar (country soda) ...	Ton	0	9	0
379	Parafine and petroleum—*see* Kerosine.				
380	Patch leaves	Case	0	2	0
381	Pearls	Box or package	0	8	0
382	Do. imitation	,,	0	2	0
383	Pepper of kinds and pepper roots	Ton	1	4	0
	Percussion caps—*see* under Gunpowder, 269*d*.				
384	Perfumery, hair oils, pomades, &c., unenumerated... ...	Case	Measurement		
385	Pianofortes	Each	2	0	0
386	Piece-goods, cotton	Bale	0	1	0
387	Do. silk, silk-thread and velvet	,,	0	6	0
388	Do. cotton and silk, large bales	,,	0	6	0
389	Do. and woollens... ...	,,	0	2	0
390	Pipes, clay, smoking, common.	Case	0	1	0
391	Pistachio nuts	Ton	1	0	0
392	Pitch	,,	0	12	0
393	Plants, shrubs, and trees ...	Cart-load	0	4	0
394	Do. do. do. ...	Coolie-load	0	0	6
395	Plants for Public Gardens in India	Free			
396	Plated-ware—*see* Bullion.				
397	Plums—*see* Dry fruits.				
398	Porcelain—*see* Crockery-ware.				
399	Poultry and birds—*see* Live-stock.				
400	Powa	Package	0	0	6
401	Precious stones	Box or package	0	8	0
402	Provisions, fresh, for daily use on board...	Free			
403	Do. do. for voyage...	Coolie-load	0	1	0
404	Padwas	Ton	0	12	0
405	Quicksilver	Bottle	0	2	0
406	Railway plant and materials ...	See special rates at page 35.			
407	* Rafters—*see* Timber.				
408	Rags	Bale or package	0	1	0
409	* Rattans	Ton	0	12	0
410	* Do. Malacca	One doz.	0	1	0
411	* Reeds	Bundle	0	0	6
412	* Do.	Cart-load	0	4	0
413	* Road-metal	Regd. ton of vessel	0	2	0
414	Rose-flowers, dried	Ton	0	12	0
415	Rose-water	Case	0	1	6

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
416	Rose-water	Carboy	0 0 6
417	Rosin	Ton	0 12 0
418	Safflower (Coosoomba) ...	,,	1 0 0
419	Saddlery– *see* Harness and harness requisites.		
420	Sago	,,	0 12 0
421	Do.	Case or package	Measurement
422	* Sails of buggalows, cotias, and pattimars	Each	0 4 0
423	* Do. of padows	,,	0 2 0
424	* Do. of mutchwas	,,	0 1 0
425	Sallum-misree	Ton	2 8 0
426	Salammoniac	,,	0 12 0
427	* Salt, country and rock salt ...	Regd. ton of vessel	0 2 0
427*a*	* Do. when part cargo ...	Ton	0 2 0
428	Saltpetre	,,	0 12 0
429	Samada stones	,,	0 12 0
430	Samples and trusses	Parcel	0 1 0
431	Do. do.	Case	Measurement
432	* Sand deposited on wharf ...	Ton	0 2 0
433	* Do. on hard ...	,,	0 1 6
434	Sandalwood	,,	1 0 0
435	Do. boxes and ware ...	Package	0 2 0
436	Sapanwood	Ton	0 10 0
437	Scinde work	Case or package	0 2 0
438	Seeds, oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton { On Import / On Export	0 6 0 / 0 5 0
439	Seeds, other than oil-seeds, not enumerated	,,	0 12 0
440	Senna leaves	,,	0 12 0
441	Shark-fins	,,	1 4 0
442	Sajeera	,,	0 12 0
443	Shawls, Cashmere and Delhi ...	Case or package	0 8 0
444	Do. Europe	,,	Measurement
445	Shells, in cases, unenumerated.	,,	0 2 0
446	Do. loose and in bags, unenumerated	Ton	0 12 0
447	Shellac	,,	1 0 0
448	Shikakai	,,	0 12 0
449	Shooks, barrel	Each barrel	0 0 6
450	Silk, raw, spun, twist and waste	Case or bale	0 3 0
451	* Skins, goat and sheep, tanned.	,,	0 2 0
452	* Do. do. untanned ...	Per 50	0 1 0
452*a*	Slag, crushed	Ton	0 2 0
453	Soap, perfumed, foreign ...	Case	Measurement
454	Do. bar do. ...	,,	Do.
454*a*	Do. do. do. when in case under 3 cubic feet ...	Per cubic foot	0 0 6
455	Do. country, bar and soft ...	Ton	0 12 0
456	Soapnuts	,,	0 12 0
457	Soda, foreign	Cask or case weighing 1 cwt. or under.	0 1 0
457*a*	Do. do.	,, over 1 cwt.	0 2 0
458	Do. country—*see* Papudkhar.		
459	Supras (winnowing fans) ...	One hundred	0 2 0
460	Soorungy	Ton	0 12 0
461	* Spelter and solder	,,	0 8 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
462	Spices—cinnamon, mace, cloves, nutmegs, bastard, cardamoms, and other unenumerated (for cardamoms, *see* Special rate).	Ton	0 10 0
463	Spirits and wines, foreign in wood.	Per Imp. gal.	0 0 2
464	Do. do. do. in bottles.	1 doz. qts. or 2 doz. pints.	0 1 0
465	Do. country	Three Imp. gals.	0 0 2
466	Do. beer, porter, &c.—*see* Ale.		
467	Stationery, unenumerated ...	Case	Measurement
468	Do. do. ...	Cask	Do.
469	Staves, barrel—*see* Shooks.		
469*a*	Steam Launches	Each	5 0 0
470	* Steel	Ton	0 8 0
471	* Stones, ballast—*see* Ballast.		
472	* Do. laddy, paving, and sand dressed.	Regd. ton. of vessel	0 2 0
473	* Do. do. do. ...	Cart-load	0 2 0
474	* Do. do. do. undressed and rough ...	Ton	0 2 0
475	* Do. rollers of, large ...	Each	0 4 0
476	* Do. do. small ...	,,	0 2 0
477	* Stoneware, country... ...	Cart-load	0 6 0
478	* Do. do.	Package	0 1 0
479	* Stores, old, marine	Cart-load	0 4 0
480	* Suffrys for making mat bags	,,	0 4 0
481	Sugar and sugarcandy ...	Ton	0 8 0
482	Sugar, loaf or chopped ...	Per case under 1 cwt.	Measurement
483	Do. loaf	Case weighing 1 cwt. and over	0 2 0
484	* Sugarcane	Regd. ton. of vessel	0 2 0
485	* Do.	Cart-load	0 1 6
486	Do.	Per cooly-load	0 0 3
487	Sulphur	Ton	0 12 0
488	Sweetmeat, native	Case or package	0 2 0
489	Do. do.	Pot or basket	0 0 6
490	Syrup and sherbet	Case	0 2 0
491	Tallow—*see* Fat.		
492	* Tamarind, raw and green ...	Regd. ton. of vessel	0 2 0
493	* Do. do. do. ...	Cart-load	0 1 6
494	Do. do. do. ...	Per cooly-load	0 0 3
495	Do. preserved (ambli) ...	Ton	0 12 0
495*a*	Tanks, wooden and iron ...	Each per 40 c. ft.	0 8 0
496	Tar	,,	0 12 0
497	Tea	Per 15 lbs. or part of 15 lbs.	0 0 6
498	* Tents, double-poled... ...	Each	1 0 0
499	* Do. single-poled... ...	,,	0 8 0
500	* Do. rowtees	,,	0 4 0
501	* Do. bechobas	,,	0 2 0
502	* Tiles, country	Regd. ton. of vessel	0 2 0
503	* Do. do.	Per cart-load	0 1 0
504	Do. flooring, packed ...	Ton	0 12 0
505	* Do. foreign and Mangalore.	Regd. ton. of vessel	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
506	Tiles, foreign and Mangalore.	Per cart-load	0 1 0
507	Timber, blackwood, ebony, teak, and pine, in large squares, planks, and scantlings†	Ton of 50 c. ft.	0 8 0
508	* Do. bhendy, jungle, and rafters...	Registered tonnage of vessel	0 6 0
509	* Do. rafters, by raft... ...	Cart-load	0 4 0
510	* Tin, of kinds	Ton	0 8 0
511	Tin plates	Case	0 0 6
512	Tobacco, country, in leaf, unmanufactured ...	Bale	Measurement
513	Do. foreign, manufactured, but not cheroots ...	Case	0 2 0
514	Tortoise shells	,,	0 4 0
515	Toys	,,	Measurement
516	Trunks and boxes, country, empty.	Of 6 c. ft. and under, each	0 0 6
517	Do. do. do. ...	Of over 6 c. ft., each	0 1 0
518	Do. do. foreign ...	.....	Measurement
519	Do. do. camphor-wood drawers	Each piece	0 4 0
520	Turmeric	Ton	0 12 0
521	Turpentine	Per 10 gallons or part of 10 gals.	0 1 0
522	Twine, country	Ton	0 12 0
523	Twist and yarn	Bale	0 1 0
524	Umbrellas	Case or package	Measurement
525	Varnish	Case of 5 gals.	0 1 0
526	* Vegetables, fresh	Regd. ton. of vessel	0 2 0
527	* Do. do.	Cart-load	0 1 6
528	* Do. do.	Cooly-load	0 0 3
529	Vermilion	Ton	0 12 0
530	Do.	Case	0 1 0
531	Vinegar, country	Hogshead or cask	0 2 0
532	Do. do.	Keg, pot or carboy	0 0 6
533	Wines, liquors, &c.—*see* Spirits		
534	Wire, of sorts, not enumerated	Ton	0 12 0
535	Do. when no weight is given.	Case	Measurement
536	Wool, Berlin—*see* Haberdashery.		
537	Do. raw, unpressed ...	Bale up to 1½ cwt.	0 2 0
537a	Do. do. do.	Bale or Docra up to 3 cwt.	0 3 0
538	Do. raw	Bale or bora above 3 cwt.	0 4 0
539	Do. pressed	Bale	0 1 0
540	Woollens—*see* Piece-goods.		
541	* Walnuts—*see* Akroots.		
542	Waste cotton, twist and wool	,,	0 0 6
543	Watches, gold and silver ...	Case	0 8 0
544	Do. other than above ...	,,	0 4 0
545	Whiting	Ton	0 8 0

† On timber removed from one basin to another on the foreshore no extra wharfage fee will be charged.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
546	* Yellow metal, sheets ...	Ton	0	8	0
547	* Zinc sheeting	,,	0	8	0
	Charges for Measurement.				
	On all goods not enumerated, if in cases, bales, crates, or casks, and on all goods specified to be charged for by measurement, the rates will be :—				
548	If under 4 cubic feet	Package	0	1	0
549	If of 4 and under 6 cubic feet...	,,	0	2	0
550	If of 6 and under 10 cubic feet.	,,	0	2	6
551	If of 10 and under 15 cubic feet.	,,	0	3	0
552	If of 15 and under 20 cubic feet.	,,	0	4	0
553	If of 20 and under 30 cubic feet.	,,	0	6	0
554	If of 30 and under 40 cubic feet.	,,	0	7	0
555	If of 40 and under 50 cubic feet.	,,	0	8	0
556	If of 50 and under 60 cubic feet.	,,	0	10	0
557	If of over 60 cubic feet ...	,,	0	12	0
558	On all goods not enumerated, chargeable by weight, the rate will be :—	Ton	0	12	0
558*a*	On all goods not enumerated chargeable by weight and when weight is not known...	Cart-load	0	9	0
558*b*	Do. do. ...	Cooly-load	0	0	9
559	All descriptions of packages of goods rated in this table of fees, excepting goods rated at less than one anna per package, or rated per cubic foot, and excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 cubic feet, will be charged	Package	0	1	0
560	Provisions and furniture for picnic and excursion parties will be allowed to pass free.				
561	Four annas will be levied for each duplicate chappa or receipt issued.				
561*a*	One Rupee will be charged for the issue of a copy of a declaration note of goods imported.				
562	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.				

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins to discharge or receive cargo will be charged 6 pies per registered ton or part of a ton per month or part of a month, subject to a minimum charge of 4 annas.

Ferry and Coasting Steamers up to 185 feet long coming alongside the wharf for embarking or disembarking passengers, each, per month	Rs.	100
Do. do. over 185 feet long do. do. ..	,,	125
Ferry and Coasting Steamers up to 185 feet long lying alongside the wharf for embarking or disembarking passengers, or while repairs are being effected, for each day, or part of a day ...	,,	10
Do. do. over 185 feet long do. do. ...	,,	15

2. Coasting vessels other than steamers, excepting those specified in section 4, arriving at, or departing from, any of the Port Trust wharves or basins, will be charged per registered ton Re. 0-1 0.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under, and six days in the case of vessels of over 20 tons burden. Any period in excess of those days will be charged for at the rate of 6 pies per ton or part of a ton per day subject to a minimum charge of 8 annas per day for each vessel.

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports or from any ports lying within the line of Kennery Island, and to the south of Kalyan Bhiwndi, or leaving the Port Trust Bandars for the same ports, will be charged half the rates shown in sections 2 and 3, but will only be allowed four free days :—

"Anjora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamtar, Mandwa, Oolwa, Panvel, Trombay."

5. Cargo boats, barges and coasting vessels lying alongside any Port Trust wharf, and not discharging freely within two days will be charged 3 pies per ton or part of a ton per day subject to a minimum of 4 annas.

6. Vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

	Rs.	a.	p.
Coasting vessels, cargo boats and barges above 25 tons each ... ... per day	0	8	0
Do. do. up 25 tons ,, ... ,,	0	4	0
Muchwas and jolly boats ,, ... ,,	0	2	0
Hodies ... ... ,, ... ,,	0	1	0

7. Boats engaged for hire in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars, will be charged:—

		Rs.	a.	p.
Steam launches	each per month	3	0	0
Jolly boats, bandar boats, dingees, and muchwas	,, ,,	1	0	0
Cargo boats	,, ,,	1	8	0
Bullows	,, ,,	1	8	0
Hodies	,, ,,	0	8	0

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors', and Surveyors' boats.....Free

Hard Fees.

8. Vessels using the Hards at Tank Bandar, and those south of it, for oiling and repairing, will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Bumboats and jolly boats	each	0 6 0	0 2 0
Tonies	,,	0 3 0	0 1 6
Boats from 10 to 15 tons	,,	0 8 0	0 3 0
Boats over 15 to 25 tons	,,	1 0 0	0 6 0
Do. over 25 to 100 tons	,,	2 0 0	1 0 0
Do. over 100 tons	,,	4 0 0	2 0 0

The day of arrival only counts as 1 day if arrival is before noon; the day of departure counts as 1 day always.

9. Vessels using the Hards north of Tank Bandar for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Tonies	each	0 1 0	0 0 6
Bumboats and jolly boats ...	,,	0 2 0	0 1 0
Boats, from 5 to 15 tons	,,	0 3 0	0 1 6
Do. over 15 and up to 20 tons	,,	0 5 0	0 2 0
Do. over 20 and up to 30 ,,	,,	0 8 0	0 3 0
Do. over 30 and up to 50 ,,	,,	1 0 0	0 6 0
Do. over 50 and up to 100 ,,	,,	2 0 0	1 0 0
Do. over 100 tons	,,	3 0 0	1 8 0

The day of arrival only counts as 1 day if arrival is before noon; the of departure counts as 1 day always.

10. Harbour craft and barges getting broken upon the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-4-0 for the first 12 months, and for each succeeding 12 months, 8 annas per registered ton.

12. Vessels and timber laid up on the Hards north of the Mazagon Pier will be charged :—

		Rs. a. p.
Pattimars and cottias, each	per mensem	2 0 0
Cargo boats, barges and gulbuts ...	,,	1 0 0
Muchwas	,,	0 8 0
Hodies	,,	0 4 0
Timber, for first 12 months or part of 12 months	per ton	0 4 0
Do. on renewal, for every 12 months or part of 12 months	,,	0 8 0

13. Vessels laid up on the Hards south of Mazagon Pier will be charged double the rates in preceding section.

14. Vessels using the slip at Malet Bander for oiling and repairing will be charged :—

	Rs. a. p.
Jolly boats ... ... each per diem	0 8 0
Steam launches ... ... each per diem	1 0 0
Boats other than Jolly boats up to 10 tons per diem	1 8 0
Boats, from 10 to 15 tons ... ... each per diem	2 0 0
Do. over 15 to 25 ,, ... ,, ,,	3 0 0
Do. over 25 to 100 ,, ... ,, ,,	4 0 0
Do. over 100 to 150 ,, ... ,, ,,	5 0 0
Do. over 150 tons ... ... ,, ,,	6 0 0

The day of arrival only counts as one day if arrival is before noon; the day of departure counts as 1 day always.

Cranage Fees.

15. These fees will be chargeable as follows :—

		Rs. a. p.
Elephants ...	Hand-crane ... ... each	2 0 0
	Steam-crane ... ... ,,	3 0 0
Horses, included in wharfage.		
Cows and buffaloes ... ... each		0 8 0
Calves ,, ,, ... ,,		0 4 0
Mules and donkeys included in warfage.		
Bale and box goods and other merchandise up to 1½ tons by hand-crane ... ...per ton		0 4 0
Do. do. by steam-crane ... ... ,,		0 6 0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand-crane... ... ... ,,		0 6 0
Do. do. by steam-crane ... ... ,,		0 8 0
Do. do. above 3 to 6 tons, by hand-crane ... ,,		0 8 0
Do. do. above 6 tons ... ... ,,		1 0

The above charges, when hand-cranes are used, do not include labour.

16. At Tank Bunder logs of timber by derrick will be charged per cart-load ... ... Rs. 0 1 0

Fees for Water.

17. Vessels coming to the Port Trust Bunders for water will be charged :—

	Rs. a. p.
Boats, small ... ... each per trip	0 2 0
Cargo boats and barges ... ... ,, ,,	0 4 0
Coasting vessels of 25 tons and under ,, ,,	0 8 0
Do. of over 25 and up to 40 tons ... ,, ,,	0 12 0
Do. of over 40 tons ... ,, ,,	1 0 0
Steam Barges and Launches ... ... ,, ,,	0 8 0

Vessels that have paid the tonnage fees will be exempted from these charges.

Ships', Customs, Water Police, Government boats, Yachts, Dubashes, Stevedores, Doctors and Surveyors boats ... ... Free.

Rents.

18. All goods marked with an asterisk* will be allowed to remain free of rent as under :—

(1) If on wharf front or wharf roads. — For the day of landing and the day following.

(2) If in sheds ... ... 3 days.

(3) If within Bunder limits 30 feet behind wharf, except at Mazagon Firewood Wharf and at other wharves where the Wharf limits may be less than 30 feet.
Ditto at Mazagon Firewood Wharf and at other wharves, as above where the Wharf limits are less than 30 feet, 15 feet behind wharf. — 5 days.

Days of landing or deposit and of removal count as two days.

Should the goods not be removed within the time prescribed above, rent for space occupied will be charged as under, subject to a minimum area of 31¼ square feet, or 1-16th of 500 square feet.

In case of (1) at Rs. 30 per 500 square feet per mensem.
Do. (2) „ 20 do. do.
Do. (3) „ 15 do. do.

19. Goods not marked with an asterisk* will be allowed free days as under :—

A.—Goods subject to imperial duty, salt and country spirits on import, and dutiable rice on export, and duty-free piece-goods and yarn will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free goods, for which importers have to prepare customs Import or Export Notes, or Port Trust Declaration Notes, will be allowed 5 free days, if in sheds, or 30 feet behind the wharf.

C.—Free goods, from and to free ports, which can be passed on the manifest, or Export Shipping Note will be allowed 3 days, if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed free time for the day of arrival or deposit, and for the following day.

Should the goods not be removed within the time prescribed above, extra fees will be levied as under:—

In the case of A. B. and C. for goods other than cotton. — For every 3 days or part of 3 days, one fee at the rate of wharfage to which the goods may be liable.

In the case of D for goods other than cotton. — For every 2 days or part of 2 days, ditto ditto.

For cotton in the cases of B, C, and D when on wharf fronts, in sheds or on Bandar limits 30 feet behind wharf. — For every day in excess of the free time ditto ditto.

Charges for Scales.

Rs. a. p.

20. Scales for weighment of goods, when placed on the wharf front in a sheds or on roads, will be charged on account of space occupied per scale per day 0 8 0

When placed on any other part of the Bandar, the charge will be per scale per day 0 6 0

Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.

No scale fees will be charged at the Colaba Bandars or at the Apollo Reclamation.

21. Goods, excepting wet dates and jaggery, when re-packed on the Bandars, will be charged per package Rs. a. p. 0 0 6

Do. wet dates and jaggery per package 0 0 3

Arrangements may be made with the Traffic Manager for the renting of space for re-packing operations by the month.

22. In computing the number of days for charging rents and extra fees, the following days will be omitted :—

1.—For goods not liable to Imperial duty ..... { Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving Days ordered by Government, or any special occasions ordered by the Trustees.

2.—For goods liable to Imperial duty ..... { Same as above, and in addition any other days on which Imperial duty may not be received at the Custom House.

23. Warehouse, shed, and ground rents not fixed will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

24. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

25. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

26. Goods shipped from the Port Trust Bandars, but which may be re-landed in consequence of being shut-out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

27. The Traffic Manager will, on written application being made, give permission for work at nights and on Sundays, Christmas Day,

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Note.—Rules 24 and 25 apply only to goods transhipped under Chapter 12 of Sea Customs Act without Import or Export documents.

Good Friday, the Sovereign's Birthday and any Fast, Thanksgiving Days ordered by Government within Bandar limits on payment of the following charges :—

	Rs.	a.	p.
For Sunday work, sunrise to sunset ...	10	0	0
Do. half day, from sunrise to noon, or from noon to sunset.	5	0	0
For public holidays (whole or part day)	10	0	0
For night work, sunset to midnight...	5	0	0
From sunset to sunrise, or for any work between midnight and sunrise.....	10	0	0

Should work be carried on without permission being first obtained, double the above rates will be charged.

By Bandar limits (referred to in the first part of this section) is meant such portion of the wharves and land adjoining the wharves set aside for goods in transit where Free days for storage are allowed under sections 18 and 19.

Re-landed and Re-packed Goods.

28. Goods shipped from the Trusiees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels put back from Stress of Weather.

29. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bunders.

30. Goods landed at, or shipped from, the Chaupati, Mahim, and Warli Bunders, and also the Bunders north of Esmail Habib Bunder, with the exception of the Port Trust Gun Powder Magazine Wharf, will be charged half the rates laid down in this table for wharfage, and half the rents, and extra fees, basin rents, and scale fees laid down in sections 2, 3 and 4, page 24, and in sections 18, 19 and 20, pages 29, 30, 31 and 32.

31. *Special Rates for Boilers, Machinery, Railway Plant and Materials.*

	Wharfage.		
	Rs.	a.	p.
Up to ¼ of a ton	0	6	0
Over ¼ and not exceeding 8 tons	0	10	0
„ 8 „ 100 „	1	6	0

Machinery in pieces will be charged by measurement or weight at option of Traffic Officers ; if by measurement, forty cubic feet will be considered a ton.

Railway Siding Fees.

32. For the use of the Railway Sidings on Port Trust Estate, other than the wet Docks Sidings, the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
" Coal do. do. 2 do.
" Firewood, Charcoal and Timber, Rs. 1½ per loaded wagon.
" Cattle, Rs. 1½ per wagon.
" State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
" all other goods, 4 annas per ton.

Five free days for removal will be allowed for firewood timber and charcoal, &c., unloaded at the Elphinstone Bridge Sidings. After the free days rent for space occupied as ascertained by measurement will be charged at the Trustees' ordinary rates.

All other goods, unloaded at any of the Railway Sidings referred to in the first part of this Section, will only be allowed 1 clear day for removal, after which ground rent will become due.

Carts and Cattle Fees.

33. Carts and cattle kept on the Port Trust property (except at Mahim where the rate will be arranged with the Traffic Manager) will be charged as under :—

Carts—6 annas per month or part of a month. If within Custom's limits 2 annas per night.

Buffaloes—12 annas per month or part of a month.

Bullocks—6 annas per month or part of a month.

By order of the Trustees,

F. G. DUMAYNE,
Secretary.

BOMBAY PORT TRUST.

RULES FOR THE PORT OF BOMBAY.

No. 1.

PORT OFFICE,

BOMBAY,————————189

To

THE COMMANDER OF THE VESSEL ENTERING THE PORT.

SIR,

This letter, together with a copy of the Port Rules passed under the provisions of the Indian Ports Act (XII) of 1875, and Act X of 1889 will be handed to you by the pilot, who also is bound to produce when demanded, his license, a Tide Table, the Pilotage and the Wet-Dock Regulations and Quarantine Rules.

2. Your attention and that of the Chief Officer is specially invited to the Rules relative to the number of Cargo Boats and dimensions of rafts of timber permitted alongside and to swim astern of vessels; to free passages being kept to all Piers, Jetties, Landing places, Wharves, Docks, and Mooring; to the Jibbooms of vessels being required to be rigged in; an to a clear Hawse being kept. These regulations must be strictly observed in order that navigation may not be impeded. In the event of your vessels having Gun-powder or other Explosives on board, you will be guided by the Rules issued under Act IV of 1884.

Paras. 1, 3, 5, 11, 19, 26, and 27.

3. On the pilot presenting the printed form, for the Arrival or Departure Report of your vessel, to you, it should be completed with full information in each column.

4. In the event of any delay having occurred in a Pilot being supplied to your vessel, an enquiry into the circumstances will be instituted on your reporting the same at this Office.

5. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty, any gratuity given to a Pilot will if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

6. A copy of the Storm Warning Signals used at this Port is attached.

7. The summary of Admiralty Notices to Mariners as published monthly by the Board of Trade for the use and assistance of Masters and others navigating British ships, can be seen at the Port Office.

8. The having been several instances in which boys sent down to scrape the bilges of vessels have lost their lives through asphyxia from the inhalation of mephitic gas, the Masters of vessels are strongly advised to guard against such accidents by pumping water in and out of the bilges, opening the manhole doors (under proper precautions) so as to ventilate the bilges, and by such other means as may be necessary in each particular case. The pumping out of bilge water will not be permitted in the Wet Docks. It is extremely desirable that measures should be taken to prevent any one entering the bilge until the fullest precautions have been taken to guard against any bad effect as above, and the particular attention of Masters of Vessels is drawn to this, and to the advisability of telling off some one to specially see that no person enters the bilge until the bilge water has been pumped out, and to see that the Tindals or boys carry out any orders given them in this respect. And they are warned that if any accident should occur from their omission to cleanse the bilges, they will be prosecuted under the Penal Code. Extract from the Admiralty Regulations are attached for the information of Masters, who are recommended to use the precautions detailed therein before and whilst any person is employed in the bilges of vessels.

An air fan and hoses for forcing fresh air into the bilges will be lent on application to the Dock Master. The person entering the suspected compartment should carry the hose in his hand and keep the open end near his face.

I have the honor to be,

Sir,

Your obedient Servant,

HENRY MORLAND, Kt., Captain, I.M.,
Port Officer of Bombay.

NOTICE TO NAVIGATORS.

1. The new Time Ball over the Clock Tower of the Victoria and Prince's Docks is dropped at Noon of Colaba Mean Time or at 7H 8M 44·3s A.M. of Greenwich Mean Time.

In case of failure of the Ball to drop correctly a flag will immediately be hoisted, and the Ball will be dropped again exactly at 2 P.M. Colaba Time.

2. The Time Ball over the Clock Tower at the Bombay Castle continues to be dropped regularly at 1 P.M. of Colaba Mean Time, or 8H 8M 44·3s A.M. of Greenwich Mean Time.

In case of failure of the Ball to drop correctly, a flag is immediately hoisted, and the Ball is dropped again exactly at 2 P.M. Colaba Time; but this time of re-dropping this Ball will be altered from 2 P. M. to 3 P.M. Colaba Time should the Ball at the Victoria and Prince's Docks fail to drop correctly on the *same* day.

3. Should the apparatus for dropping either of the Time Balls be out of order a flag is hoisted and dropped at the usual hour instead of the Ball.

CHARLES CHAMBERS, Junior,
Acting Director,
Government Observatory.

GOVERNMENT OBSERVATORY, COLABA,
Bombay, 17th May 1891.

Extract from Admiralty Regulations.

MEN CLEANING AND COATING DOUBLE BOTTOMS.

1229. The following precautions are to be observed while men are engaged in cleaning and coating the double bottoms of an iron ship.

(*a*) The air fan with hose is to be freely used for pumping in fresh air before the men are sent down and while they are at work.

(*b*) A leading stoker is to be responsible under the Engineer in charge of the party, that no man enters a compartment unless a light has been held in and left at the bottom of the compartment for at least five minutes, to ascertain the purity of the air.

(*c*) Still greater caution is required when the compartment has only one exit.

(*d*) Communication is always to be kept up between the men in the inner compartment and those who have access to the outer air and

(*e*) The men are to be warned that they should leave a compartment immediately the light begins to burn dimly; a candle is to be supplied to *each* party as a surer test than a lamp, since it might be thought that a lamp burnt dimly for want of trimming.

The same precautions are to be taken when examining Boilers and Bunkers, in accordance with Article 913.

PORT LIMITS.

Bombay Government Notification, Territorial Department (Revenue), dated 7th June 1866, *Government Gazette*, page 1361.

(*Vide Government Gazette*, 14th April 1864, page 176.)

The following are declared to be the limits of the Port of Bombay, in supersession of those laid down in Government Notification of the 13th April 1864 :—

To the North.—A line drawn from the North-West point of Hog Island straight towards and to the town of Trombay, and thence con-

tinued in South-Western direction along the shore passing Pau-Pier, to the South-West point of the Island of Trombay, whence it is produced straight to Sewree Fort, on the Island of Bombay.

To the West.—The Eastern shore of the Island of Bombay from the Fort of Sewree to Colaba Lighthouse, and the shore of Back Bay from Colaba Lighthouse, to Malabar Point thence a line drawn to the Outer Light Vessel and continued to the West point of Kundaree Island and thence by the North along the eastern shore of the Island to the South point thereof.

Government Notification No. 88, 30th October 1886.

To the South.—A line drawn from the South point of Kundaree through the South point of Oondaree to a boundary mark on the Mainland South of the Village of Navagam.

To the East.—A line commencing at the South limit along the shore to Nocar point, thence in a straight line due North to the high land at the South shore of the Island of Caranja, thence along the Western shore of that Island to its Northernmost point, and thence in a straight line to the North-West point of Hog Island.

Port Limits are extended to and include all water and land usually covered by water within the Prince's Dock and any extension of the Dock. Government Notification, No. 39, of 15th May 1886 (*Government Gazette* of 20th May 1886, page 432.)

HENRY MORLAND, Kt., Captain, I.M.,
Port Officer of Bombay.

BOMBAY PORT RULES.

Vide Notification No. 47, Marine Department, dated Bombay Castle, 17th August 1881, published in the Government Gazette of 25th August 1881.

The following Rules are made under the provisions of Act XII (The Indian Ports Act) of 1875.

I.—*Entering or Leaving Port.*

1. Pilots may take steamers to sea from clear berths, or bring them into Harbour on ordinary nights when the lights are visible and reasonable distant objects discernible, but they shall on no account run unnecessary risks by venturing within the leading marks or keeping vessel under weigh when the light cannot be seen.

2. Vessels arriving without a pilot shall anchor to the eastward of the Sunk Rock Light.

3. Vessels under weigh in the S. W. Monsoon shall have both bower anchors and cables clear and ready for use if required.

II.—*Berths of Vessels.*

4. All vessels within the Port of Bombay shall be bound to take up such berths as may be appointed for them by the Harbour Masters, and shall change their berths and remove when required by those authorities.

III.—*Striking Masts and Yards.*

5. All vessels whilst moored within the Port of Bombay shall have their jibbooms rigged in, and shall when ordered by the Port Officer, or any of his Assistants, rig in their driver booms and strike their masts or yards. Signals made from the Flagstaff on the N. E. bastion of the Castle directing the striking of masts or yards or the rigging in of booms, shall be obeyed as orders.

IV.—*Removal and placing of Anchors, &c.*

6. Anchors shall not be allowed to remain cock-billed nor spare spars be allowed to hang alongside or astern of any vessels.

V.—*Vessels taking in particular Cargoes.*

7. Vessels taking in or discharging ballast, or any kind of cargo within the Port of Bombay, shall be bound to take up such berths as the Port Officer may direct.

8. Vessels when not working cargo during the night shall have any open hatch ways protected by stout nettings.

VI.—*Keeping Free Passages.*

9. Free passage shall be kept to all piers, jetties, landing places, wharves, docks and moorings and all boats and vessels shall be bound to move, when required, to clear such passages.

10. A clear space of at least 30 yards wide is to be preserved in front of all landing places.

11. Boats whether ships' boats, or boats plying for hire, shall not lay alongside any of the piers or landing-place longer than is actually necessary to embark or land passengers and their baggage, &c., but will anchor or lay off at a distance of at least 30 yards from such a pier or landing-place, so as not to obstruct the approach thereto.

12. No vessels of or exceeding 100 feet in length shall attempt to turn in the in-shore channel, hereinafter defined, between the extreme north-east corner of the Carnac Bandar and the buoy marking the south-west extreme of Cross Island reef, except by means of warps or springs attached to the piers; the usual method of turning these vessels when requiring to do so on approaching or leaving the piers, shall be by proceeding out through the channel and turning either to the north or south clear of the channel.

Government Notification No. 97, 16th December 1885 (paras. 12 to 14).

13. No vessel of the above description shall attempt to turn in the said inshore channel between the points aforesaid when the water is at a lower level than half tide.

14. The in-shore channel hereinbefore referred to comprises that area of water bounded on the North by a line drawn from the northern extreme of the Carnac Bandar sea wall, to the extreme North point of Cross Island on the east by a line drawn through the buoy marking the south-west and the beacon marking the north-east extremes of the Cross Island reefs, and extended to the north limit; on the south by a line drawn to the eastward with the northernmost of four small square houses (known as Canjee Houses) on Fort George, and the north-east corner of the new Bori Bander Terminal Railway Station in transit; on the west, from the south limit to the southern extreme of the Mody Bander sea wall, by a line drawn through the beacon marking the shoal to the north of Cross Island, and the beacon, marking the extremes of the north-west of the reefs off Cross Island, and continued to the southern limit, and from the southern extreme of Mody Bandar to the northern limit, by a line drawn along the sea face wall of Mody and Carnac Bandars.

15. It shall be the duty of all other vessels to keep out of the way of sea-going vessels in charge of Pilots when passing through the wet dock channels, and every such sea-going steamer, or tug towing a sea-going vessel in charge of a Pilot, when so passing through the wet dock channels, shall sound the steam whistle at short intervals as a warning to other vessels to get out of the way.

Government Notification No. 117, 17th December 1889.

16. A large red signal ball by day, and two red lights one above the other by night, shall be exhibited at the Victoria or Prince's Dock flag staffs, when the dockgates are open, as a warning to other vessels to keep clear of sea-going vessels navigating the wet dock channels.

17. For the purposes of these rules the wet dock channels are defined as follows:—

"Bounded on the North by a line drawn through two transit poles surmounted by cones fixed on the east and west side of the Prince's Dock and continued to the Eastward.

"On the East by the East side of Cross Island in transit with the Dolphin Lighthouse.

"On the South by a line drawn from the centre of the gable at the North East corner of No. 13 shed, the round venetioned window in the middle of which is painted white, to North Channel Beacon; thence on a line with the North Channel Beacon in transit with the lighthouse tower on the island.

"On the West from the steps about 600 feet South of Victoria Dock entrance to the North transit line, or about 450 feet North of the Island between the Prince's Dock Gates."

VII.—*Anchoring and Mooring.*

18. All vessels within the Port of Bombay shall moor and unmoor or anchor in accordance with the orders of the Port Officer or of the Harbour Masters.

19. No vessel shall anchor within that portion of the port of Bombay comprehended as follows:—On the North by a line drawn from the extreme northern point of Kundaree (Kenery) Island to the patch of isolated rocks situated near and to the north eastward thereof, and thence to the south brow of Kunkeshwar Hill. On the east by the line of coast extending along the foreshore from a point due west of the South brow of Kunkeshwar Hill to the boundary mark erected on the beach close to the fishing village of Navagam at the mouth of a creek about 2 miles to the South of the South brow of Kunkeshwar Hill. On the South by a line drawn westward, from the boundary mark above referred to through the Southern extreme of Oondari Island to the beacon to the eastward of Kundaree (Kenery) Island and thence to the South extreme of the latter, and on the west by the eastern shore line of Kundaree (Kenery) Island.

Government Notification No. 89, 30th October 1886.

20. Between the 1st of June and the 30th of September vessels shall be moored with 60 fathoms of cable on the flood, and 45 fathoms on the ebb anchor, and between the 1st of October and the 31st of May with 45 fathoms on the flood and 45 fathoms on the ebb,* and shall keep a clear hawse.

* Government Notification No. 95, 17th November 1866.

21. Vessels when moored or at anchor, shall have ranges of both cables on deck ready to be veered immediately on receiving orders to do so.

22. Vessels at single anchor shall also have a second anchor ready to be let go.

VIII.—*Moving or Warping.*

23. All vessels within the Port of Bombay shall be moved or warped from place to place as required and by such means or appliances as may be ordered by the Port Officer or Harbour Master.

24. No vessel shall cast off a warp that has been made fast to her to assist a vessel mooring, without being required to do so by the pilot, or officer in charge of the vessel mooring.

25. Commanders of steam vessels when about to enter or leave the Prince's Dock shall keep a sufficient pressure of steam to move their engines ahead or astern at full power, as may be required until such time as their ships are berthed in the Dock, or are clear of the channel and shall be responsible for such pressure being so maintained.

Government Notification No. 14, 10th March 1886.

IX.—*Use of Mooring Buoys.*

26. No private vessel shall use any of the Government fixed moorings without permission.

X.—*Regulation of Boats.*

27. More than two tiers, of two in each tier, of cargo boats, full or empty, shall not be permitted to hang astern of any vessel without permission of the Port Officer.

28 The Master or other person in charge of any vessel when at anchor or moored in the harbour, shall not allow such a number of cargo boats to be made fast to the vessel either along side or astern, as shall cause the vessel to drag its anchor or moorings.*

Government Notification No. 6, 2nd February 1886.

29. Rafts of timber made fast to vessels shall not be allowed to extend more than one hundred feet from the stern, or more than fifty feet from the side of the vessel.

30. Rafts of timber shall not be warped, floated or moved in any way across the Prince's or Victoria Dock Channels at any time when the red ball is hoisted at the Dock Signal Flagstaff by day, or when the two red lights are hoisted at the Signal Staff at night.

Government Notification No. 116, 17th December 1889.

31. Boats whilst under weigh shall observe the rules of the road at sea enacted by Her Majesty's Order in Council, dated 11th August 1884.

32. When two boats, one being propelled by sails and the other by oars, are proceeding on a course which, if continued, will involve risk of collision the boat propelled by oars shall keep out of the way of the other, but the boat under sail shall use every precaution to avoid accident, and if necessary shall alter its course.

33. Tugs when not towing launches, any other boats propelled by steam shall keep out of the way of all other boats.

34. Tugs, launches, and other vessels, steam and sailing, shall carry the regulation lights as ordered by Her Majesty's Order in Council dated 11th August 1884.

35. Launches and other boats propelled by steam shall be steered from forward of the centre of the vessel, and the helmsman shall be so placed as to have a clear view around and to some distance from the vessel.

36. Licensed boats shall on all occasions when it may be practicale give way to private boats or to boats belonging to vessels of war.

XI.—*Fires and Lights.*

37. Boats laying within 50 yards of the Dockyard stairs or wharfs, or within 50 yards of the wharf in the basin formed within the breakwater in the vicinity of the Custom House Bandar, or of any of the Dry or Wet Docks in the port, shall not have any fire on board.

38. Pitch shall not be heated on board vessels but in a boat alongside or astern.

39. Vessels whilst loading cotton shall not have any unprotected lights in the hold or orlop.

40. All spirits, oil, paints and spirits of turpentine or other inflammable substances on board the vessels shall be stored in a place of security.

41. Vessels requiring to be steamed or fumigated shall be moored below the Middle Ground clear of the shipping.

XII.—*Signal Lights.*

42. All vessels of whatever rig or denomination when under weigh or at anchor shall exhibit the lights ordered under Her Majesty's Order in Council dated August 11th, 1884, and when moored in the Harbour, shall exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light in a globular lantern not less than 8 inches in diameter and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon at a distance of at least one mile.

XIII.—*Number of Crew.*

43. All vessels when afloat within the Port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up the yards, striking masts and the yards, &c., in case as emergency arising.

REVENUE DEPARTMENT.

Bombay Castle, 24th December 1889.

No. 9724.—In exercise of the powers conferred by Section 5 of the Indian Explosives Act IV of 1884, the Governor of Bombay in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following rules to regulate the transport of explosives within the limits of the Port of Bombay:—

Rules.

Rules 1, 2, 3, 4, 5 and 7 to regulate the transport of explosives made by the Governor General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and Government of Bombay Notification No. 3956, dated the 29th June 1887, shall, subject to the following rules, apply to the transport of explosives within the limits of the Port of Bombay:

Rule (*a*).—The master of any vessel arriving with explosives exceeding in weight 100 lbs. on board as cargo shall give notice thereof to the Pilot immediately on his boarding.

Rule (*b*).—No sea-going vessel having explosives on board in excess of 100 lbs. weight, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry the same nearer to the shipping or city of Bombay than one Mile eastward of the Middle Ground Battery, and no vessel shall within such limits take on board from any other vessel more than 100 lbs. weight of explosives or such quantity as with explosives already on board would exceed in weight 100 lbs., excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps.

Rule (*c*).—Every sea-going vessel having more than 100 lbs. of explosives on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry during the day a square red flag at the fore truck and at night a red light in the same place in addition to the Regulation lights, and every vessel or boat used in transporting explosives, excepting as aforesaid in the Port of Bombay, shall exhibit on a board or otherwise the word "Explosives" painted in white letters a foot long on a black ground on each side of the vessel or boat above the water line. Vessels and boats employed in landing or shipping explosives and having on board more than 100 lbs. explosives, excepting as aforesaid, when required to remain at anchor shall anchor to the eastward of the shipping and not nearer to any of the shipping than half a mile to the east thereof.

Rule (*d*).—The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any vessel having explosives in excess of 100 lbs. weight on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, or before shipment of any such explosives, to the Port Officer and the Superintendent of Water Police, and the latter shall depute a special officer to remain in charge of such explosives until the same have been deposited in the Magazine or the vessel carrying the same proceed to sea.

Rule (*e*).—The amount of explosives conveyed in any one vessel or boat at any one time shall not exceed 560 lbs. unless the vessel or boat has a closed deck approved by the Port Officer.

No decked boat or vessel shall carry more than 50 tons of explosives at one time. This rule does not apply to sea-going vessels.

Rule (*f*).—The Port Officer is authorized, on occasions when he may deem expedient, to permit ammunition when properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these rules. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going alongside and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

Rule (*g*).—If any person commits a breach of any of the foregoing rules (*a*) to (*f*) he shall be punished with fine which may extend to one thousand rupees.

By order of His Excellency the Right
Honourable the Governor in Council,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

BOMBAY STORM WARNING SIGNALS.

The following Storm-warning Singals will be displayed at the undermentioned places this Port, *viz.* :—

The Castle Flagstaff (by day and night).

The Victoria Dock entrance Flagstaff (by day only).

Signal No. 1.

Or warning signal consists of a canvas shave representing a drum, and when hoisted signifies that a storm is in existence in the Arabian Sea which may either approach the port or which may shortly cross one or the other of the usual tracks of vessels leaving the Port.

There is no night signal corresponding to this day signal.

Signal No. 2.

A black cone apex down by day, and three red lights apex down by night. This signifies that a cyclonic storm is likely to effect the Port and give it strong winds at first from Southwards. The shift of wind will depend on the track of the storm (*i.e.* whether from East or West, &c.)

Singal No. 3.

A black cone apex up by day, and three red lights apex up by night.

This signal signifies that a cyclonic storm is likely to effect the port, and give it winds, at first from Northwards. The shift of wind will depend upon the track of the storm (*i.e.*, whether from East or West, &c.)

Signal No. 4.

A black drum over a black cone by day and four red lights in the form of a square by night.

This signal signifies that a heavy cyclone is approaching the port and that the centre will probably pass over or very near to the port; and hence that the shift of wind is likely to be rapid and the strength of the wind to be very great.

The signals will be hoisted on receipt of instructions from the Simla Meteorological Office, and will be finally lowered on receipt of instructions from the Simla Office when the storm has broken up or is no longer likely to give bad weather at this Port.

Copies of all Weather Telegrams received from Simla will be posted at the Port Office and also at the Dock Master's Office Prince's Dock.

Ship Masters wishing for more precise information should consult these telegrams.

HENRY MORLAND, Kt., Captain, I.M.,
Port Officer of Bombay.

Port Office, Bombay, 22nd August 1889.

Report of accident to vessel or loss of life to be made to the Port Officer, Bombay.

In accordance with Act V of 1883, the Master of any vessel which has been lost, stranded or materially damaged, or on which any casualty has happened resulting in loss of life or has caused damage to any other vessel, should report the same to the Port Officer, Bombay, failing which he is liable to a penalty of Rs. 500 or three months' imprisonment.

The following offences are punishable by fine or imprisonment under Act X of 1890 :—

1. Injuring buoys, beacon or moorings.
2. Wilfully loosing vessel from moorings.
3. Improperly discharging ballast or ashes, &c., into the harbour.
4. Boiling pitch on board.
5. Drawing spirit by unprotected artificial light.
6. Refusing to allow hawser to be made fast for warping any other vessel or letting it go without orders.
7. Leaving out a hawser or rope after sunset.
8. Discharging firearms except as distress signals.
9. Omitting to take order to extinguish fire on board, or obstructing any Port official in so doing.
10. Unauthorized persons not to search for lost stores sunk in the harbour.
11. Removing stones or injuring shores.
12. Moving vessel of over 200 tons register without a pilot.
13. Every vessel of over 200 tons must have a proper force pump and hose, &c., for extinguishing fire.
14. Refusing to hoist number when passing Signal Station.
15. Hoisted unlawful colours.

BOMBAY PORT TRUST.

CHAIN TESTING HOUSE.

Regulations.

1.—Every chain or other material brought to the establishment for the purpose of being tested must be accompanied by a delivery note setting forth all particulars. The Port Trustees will not be liable for any error in the delivery note, nor for any defect or deficiency in the articles delivered, nor shall they be in any way responsible.

2.—All chains and other materials will, as far as possible, be tested in consecutive order as they are received.

The Trustees reserve the right to test chains and materials in any order that may be most convenient with regard to public requirements and the working of the machine. The Trustees will not be liable or responsible for the consequences of any delay.

3.—Every chain when tested and examined will be stamped with the authorized proof mark and also with a consecutive number, and on chains larger than ½ inch, with the amount of the test corresponding with that on the certificate which shall accompany it when delivered.

4.—When chains or other materials brought for the purpose of being tested are ready for delivery, the Superintendent shall give notice thereof to the parties who sent the same, with an account of the charges due thereon, and if the said articles be not removed within seven working days after such notice, the sender thereof shall be chargeable thereafter with storage rent at the rate of one rupee for each chain per week or portion of a week until the date of removal, which must be within the period mentioned in Article No. 6 of these regulations. No less charge to be made than for one week.

5.—All charges for testing chains or other materials must be paid to the Secretary, who will give a receipt for the same. Delivery of chains and other materials will be given and certificates granted only on production of the Secretary's receipt for the charges.

6.—The Trustees shall have power to detain any and every chain or other material which shall have been tested until the charges thereon and all other monies for the time being owing to the Trustees from the owner thereof, or the parties in whose name the articles have been deposited, shall be paid, and if such charges and other monies shall not be paid within one month after notice in writing to pay and remove the same has been given, as provided in section No. 4 of these regulations, the Trustees shall have power to dispose of such property by auction, and after retaining all dues and charges thereon, and all other monies owing to the Trustees, shall pay the balance, if any, to the owner or parties in whose name the articles have been deposited.

7.—No chain or other material shall be delivered without an order in writing from the sender.

8.—Certificates in proper form and numbered to correspond with the number on the Register kept in the establishment and with the stamp on the chain shall be delivered with each chain when taken away from the establishment, or on production of the Secretary's receipt for payment of the charges, the printed counterfoil being in all cases duly filled up before the certificate is cut out of the book. Each certificate shall be signed by the Superintendent of the establishment, and in no case shall a certificate be issued in which any alteration, correction or erasure shall have been made. Duplicate certificates will only be granted on written application to the Secretary on payment of a charge of one rupee.

9.—No certificates shall be granted for any article that has not stood the strain without injury.

10.—The Superintendent shall keep, in addition to other necessary books, Registers in which shall be entered an account of every chain and other material brought to the establishment for the purpose of being tested. Each entry shall convey the following particulars:—

Date of receipt.
From whom received.
Description of article.
Date of testing.
To what test submitted.
Remarks as to testing.
Number and causes of failure.
Date of notice to owner when testing completed.
Date when removed.

11.—No chain shall be tested in the establishment which has been blacked prior to its having been brought there to be tested, or is not sufficiently clear of grease or tar to be easily examined.

12.—All repairs to chains to be done by the workmen of the Trustees shall be done in the usual working hours unless under special circumstances.

13.—All old or scrap iron, whether from defective links or otherwise, shall be retained at the establishment, and shall become the property of the Port Trustees, to be dealt with by them as they shall see fit.

14.—Application of tests in accordance with the Chain Cables and Anchors Act, 34 and 35 Vic., chapter 101.

(1.)—The Superintendent shall select and cut out a piece of three links from every fifteen fathoms of new chain to be tested, and shall test that piece by subjecting it to the appropriate breaking strain mentioned in the second Schedule of the Chain Cables and Anchors Act, 34 and 35 Vic., ch. 101.

(2.)—If the piece so selected fail to withstand such breaking strain he shall select and cut out another piece of three links from the same fifteen fathoms and shall test such piece in like manner.

(3.)—If the first or second of such pieces of any fifteen fathoms of cable withstand the breaking strain, he shall then, but not otherwise, test the remaining portion of that fifteen fathoms of cable by subjecting the same to the tensile strain mentioned in the principal Act above mentioned.

No chain shall be re-tested which has broken three times in each fifteen fathoms, and no new chain shall be tested at a strain lower than that laid down in the table of strains appended, but old chains and old chain slings will be tested to any strain required, which must be given in writing and signed by the owner. Chains and chain slings which have been used will, for this purpose, be considered old, though not necessarily old in age or appearance.

15.—In all cases when a chain varies from the nominal dimensions by $\frac{1}{16}$th of an inch, such chain shall be subject to the test required for $\frac{1}{8}$th of an inch more or less than the nominal size of such chain.

16.—Parties who wish to ascertain the safe working load of a chain must send a written request with the delivery note.

Such chains will be carefully gauged and a length of not less than 3 links in every piece or every length of 15 fathoms to be selected by the Superintendent shall be broken. If the breaking strain of these links is not less than the tabulated breaking strain corresponding to the actual gauge of the thinnest links of the chain, the rest of the chain will be subjected to the tabulated proof load corresponding to the actual gauge. If the breaking strain of these links is less than the tabulated breaking strain corresponding to the actual gauge of the chain, the rest of the chain will only be subjected to the proof load corresponding with the breaking strain as ascertained, but no chain will be taken for test in which any one link is 20 per cent. under the nominal size. The proof load and breaking strain only will be certified. The working load should never be more than half of the proof load, but no certificate of this will be issued.

17.—The making of any experiments or the testing of ropes or other material other than for the Port Trust, shall not be permitted to interfere prejudicially with the testing of chains.

18.—Specimens of plates or other materials for testing must be 18 inches long and not more than 3 inches wide, nor more than $\frac{3}{4}$ inch thick. Round bars must not be more than $1\frac{1}{8}$ in. diameter, or square bars more than 1 inch square.

19.—No person shall be admitted into the establishment without the sanction of the Superintendent, and no person other than the Superintendent and his assistant shall be allowed inside the testing house while the strain is on any chain or rope.

20.—No persons engaged at the establishment is permitted to receive any fee or perquisite on pain of instant dismissal.

21.—Fifteen fathoms of chain are to be charged as one length; chains of less than fifteen fathoms tested singly are to be charged as one length.

22.—The charge for experiments or the testing of any article other than chains shall be at the rate of Rupees sixteen for each hour or portion of an hour during which work on them is in progress.

23.—The subjoined table is to be the table of breaking strains, proof strains and charges for work done at the establishment, and printed copies of the regulations and charges shall be exhibited in the Dock Offices and in the establishment; copies also can be obtained on application to the Superintendent.

By Order,

(*Form of Certificate.*)

BOMBAY PORT TRUST.

CHAIN TESTING HOUSE.

This is to certify that

Tons. cwt. qrs. lbs.

weighing been

tested at this machine

and found capable of sustaining a degree of tension equal to Admiralty Test of and being subsequently examined did not show any defect.

Length Mark No.

Superintendent.

For

STUD LINK CHAINS.

Diameter of Iron common links.	Size of links.		Breaking strain which 3 links in 15 fathoms must withstand previous to the tensile strain.	Charge for applying breaking strain to 3 links in each 15 fathoms.			Tensile strain to be applied to every 15 fathoms.	Charge per ton for tensile strain.			Total charge for tensile strain to length not over 15 fathoms.		
			Tons.	Rs.	a.	p.		Rs.	a.	p.	Rs.	a.	p.
7/16	2⅜	1 19/32	5 1/10	2	8	0	3 4/10	1	4	0	4	4	0
½	3	1 13/16	6¾	2	8	0	4 5/10	1	2	0	5	1	0
9/16	3⅜	2 1/32	8 4/10	2	8	0	5⅝	1	2	0	6	5	3
⅝	3¾	2¼	10 5/10	2	8	0	7	1	0	0	7	0	0
11/16	4⅛	2 15/32	12¾	5	0	0	8 5/10	1	0	0	8	8	0
¾	4½	2 11/16	15⅛	5	0	0	10⅛	0	14	0	8	13	9
13/16	4⅞	2 15/16	17 8/10	5	0	0	11⅞	0	12	0	8	14	6
⅞	5¼	3 5/32	20⅝	5	0	0	13¾	0	12	0	10	5	0
15/16	5⅝	3⅜	23 7/10	7	8	0	15 8/10	0	12	0	11	13	7
1	6	3 19/32	27	7	8	0	18	0	11	0	12	6	0
1 1/16	6⅜	3 27/32	30 4/10	7	8	0	20 3/10	0	10	0	12	11	0
1⅛	6¾	4 1/16	34⅛	7	8	0	22¾	0	10	0	14	3	6
1 3/16	7⅛	4 9/32	38	10	0	0	25⅜	0	10	0	15	13	9
1¼	7½	4½	42⅛	10	0	0	28⅛	0	10	0	17	9	3
1 5/16	7⅞	4 23/32	46½	10	0	0	31	0	10	0	19	6	0
1⅜	8¼	4 15/16	.....	.....			34	0	9	6	20	3	0
1 7/16	8⅝	5 3/16	.....	.....			37⅛	0	9	0	20	14	1
1½	9	5 13/32	.....	.....			40 5/10	0	8	6	21	8	3
1 9/16	9⅜	5⅝	.....	.....			43 9/10	0	8	0	21	15	2
1⅝	9¾	5 27/32	.....	.....			47 5/10	0	8	0	23	12	0

For re-testing chains half the above prices.

For welding up lengths of chain and providing links.

Up to ½″, 8 annas; ⅝″ to 1″, Re. 1; 1″ to 1½″, Rs. 2½; 1½″ to 2″, Rs. 4 per link.

SUNDRY CHARGES.

Short lengths of chain slings and other articles by special arrangement minimum charge Rs. 5. Experimental testing of samples of iron, steel, wire, rope, &c., Rs. 16 per hour; no less charge than Rs. 10.

Coolies' labour to be found by parties using the machine, or else paid for extra.

The Trustees will not be responsible for liabilities nor risk of any kind.

SHORT LINK CHAINS.

Diameter of Iron common links.	Size of links.		Breaking strain which 3 links in 15 fathoms must withstand previous to the tensile strain.	Charge for applying breaking strain to 3 links in each 15 fathoms.	Tensile strain to be applied to every 15 fathoms.	Charge per ton for tensile strain.	Total charge for tensile strain to 1 length not over 15 fathoms.	Working load not to exceed.
			Tons.	Rs. a. p.	Tons.	Rs. a. p.	Rs. a. p.	Tons.
¼	1 7/32	⅜	1½	2 0 0	⅜	3 5 4	2 8 0	...
5/16	1 17/32	1 3/32	2¼	2 0 0	1⅛	3 0 0	3 6 0	9/16
⅜	1 27/32	1 5/16	3¼	2 0 0	1⅝	2 4 0	3 10 6	13/16
7/16	2⅛	1 17/32	4½	2 0 0	2¼	2 0 0	4 8 0	1⅛
½	2 7/16	1¾	6	2 8 0	3	1 10 0	4 14 0	1½
9/16	2¾	1 31/32	7½	2 8 0	3¾	1 10 0	6 1 6	1⅞
⅝	3 1/16	2 3/16	9¼	2 8 0	4⅝	1 8 0	6 15 0	2 5/16
11/16	3⅜	2 13/32	11¼	2 8 0	5⅝	1 4 0	7 0 6	2 13/16
¾	3 11/16	2⅝	13½	5 0 0	6¾	1 2 0	7 9 6	3⅜
13/16	3 31/32	2 27/32	15 8/10	5 0 0	7 9/10	1 0 0	7 14 4	3 19/20
⅞	4 9/32	3 1/16	18¼	5 0 0	9⅛	1 0 0	9 2 0	4 9/16
15/16	4 19/32	3 9/32	21	5 0 0	10½	0 14 0	9 3 0	5¼
1	4 29/32	3½	24	7 8 0	12	0 12 6	9 6 0	6
1 1/16	5 7/32	3 23/32	27	7 8 0	13½	0 12 0	10 2 0	6¾
1⅛	5½	3 15/16	30¼	7 8 0	15⅛	0 12 0	11 5 6	7 9/16
1 3/16	5 13/16	4 5/32	33 3/10	7 8 0	16 9/10	0 12 0	12 10 9	8 9/20
1¼	6⅛	4⅜	37½	10 0 0	18¾	0 11 0	12 14 3	9⅜
1 5/16	6 7/16	4 19/32	41¼	10 0 0	20⅝	0 11 0	12 14 3	10 5/16
1⅜	6¾	4 13/16	45¼	10 0 0	22⅝	0 11 0	14 2 3	11 5/16
1 7/16	7 1/32	5 1/32	49½	10 0 0	24¾	0 11 0	15 7 6	12⅜
1½	7 11/32	5¼	.....	.....	27	0 11 0	16 14 0	13½
1 9/16	7 21/32	5 15/32	.....	.....	29¼	0 11 0	18 4 6	14⅝
1⅝	7 31/32	5 11/16	.....	.....	31⅝	0 11 0	19 12 3	15 13/16
1¾	8 19/32	6⅛	.....	.....	36¾	0 9 0	20 10 9	18⅜
1⅞	9 3/16	6 9/16	.....	.....	42	0 8 0	21 0 0	21
2	9 13/16	7	.....	.....	48	0 8 0	24 0 0	24

BOMBAY PORT TRUST.

PENSION AND PROVIDENT FUND RULES.

1. For the purposes of these rules the servants of the Trust shall be divided into the following classes :—

(A) Superior servants, as defined in the Government Civil Service Regulations.

I. Those appointed by Government in connection with the Harbour Properties prior to the formation of the Trust.

II. Those appointed by the late Harbour Board.

III. Those taken over by Government from the late Elphinstone Company.

IV. Those appointed by Government subsequent to the purchase of the Elphinstone Property.

V. Those taken over from Government with the Apollo Bonded Warehouses.

VI. Those appointed by the Trustees.

VII. Harbour Masters and Pilots.

(B.) Inferor servants, as defined in the Government Civil Service Regulations.

These rules shall not be held to apply to labourers, artizans, &c., paid by daily wages, and not borne on the establishment lists of the Trust.

2. All superior servants of the Trust, other than Pilots, who were taken over from Government at the formation of the Trust in 1873, that is to say, Classes I. to V., as above defined, shall be admitted to the benefit of the Uncovenanted Service Rules applicable to Government servants of corresponding position, and shall be entitled, or otherwise, to pension or gratuity on retirement, according as their service does or does not fulfil the conditions laid down in the Civil Service Regulations.

*3. The service of Classes I. to V. for pension under the Uncovenanted Rules shall be reckoned from the dates of their first being appointed or transferred to the service of Government.

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* No. 3 has been modified from the original rules by Trustees' Resolution 432 of 30th April 1889. No. 4 of the original rules was also cancelled by the same Resolution.

4. For all superior* permanent servants of the Trust appointed under the present or former Port Trust Act, and also for all Harbour Masters and Pilots, that is to say, for Classes VI. and VII., as defined in Rule 1, a Provident Fund shall be established, to be maintained partly by their own subscriptions, and partly by contributions from the Trust.

5. Subscriptions to the fund shall be compulsory on all officers appointed subsequently to its establishment.

6. Superior permanent servants belonging to Class VI., also Harbour Masters and Pilots already in the service of the Trust, shall have the option of joining the fund, and of subscribing for their past service, subject to the following conditions :—

(*a*) That they must elect within six months whether they will join the fund or not.

(*b*) That their subscriptions for past service must be made within a term, counting from the date of the establishment of the fund, equal to the term of their antecedent service.

(*c*) That Harbour Masters and pilots may only subscribe for such past service as may have been rendered subsequently to the formation of the Port Trust, *viz.*, 26th June 1873.

7. Within the term above defined they shall be at liberty to pay in any sums, at their convenience, not exceeding in the aggregate the total sum to which their contributions, calculated as laid down in Rule 11 on their salaries or earnings during such antecedent service, would have amounted, and for each such payment shall be entitled to an equal contribution from the Trust.

8. Superior permanent servants included in Classes III., IV., and V., shall also be allowed the option of joining the Provident Fund on

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* TRUSTEES' RESOLUTION No. 15, dated *3rd January*, 1884.

Read letter from the Dock Superintendent, dated 7th December, enquiring whether a Bill Collector is to be classed amongst superior or inferior servants, and whether he is entitled to Pension or Provident Fund Rules.

Read Minutes of members of Establishment Committee.

Resolution 15.—Bill Collectors should be treated as "Shroffs" in Government service. Their service being inferior if the pay does not exceed Rs. 15 a month.

TRUSTEES' RESOLUTION No. 16, dated *3rd January*, 1884.

Read Memo. from Dock Superintendent, dated 5th December, forwarding application from two Dock Carpenters asking permission to join the Provident Fund.

Read Minutes of members of Establishment Committee.

Resolution 16.—The service of the Carpenters in question should be considered as "inferior."

the foregoing conditions, provided that any officer so electing to join the Provident Fund shall be held to have thereby waived his claim, under Rule 2, to the benefit of the Uncovenanted Service Pension Rules. Provided also that officers belonging to Classes III., IV., and V., shall be entitled to pay up their subscriptions, and to receive the corresponding Trust contribution for their service since the formation of the Trust only.

*9. Any officer included in Classes III., IV., and V., who having elected to join the Provident Fund under Rule 8 takes advantage of Trustees' Resolution No. 198, dated 9th April 1889, to withdraw from the Provident Fund shall thereupon be admitted to the benefit of the Uncovenanted Service Pension Rules applicable to Government servants of corresponding position as laid down by Rule 2. Any sums paid by him to the Provident Fund shall be repaid to him with accrued interest thereon; and any sums paid by the Trustees to the credit of his account in the Provident Fund shall, with accrued interest thereon, revert to the Trustees. Any share of forfeitures under Rule 23 that may have been credited to his account shall, with accrued interest thereon, be divided amongst the subscribers to the Provident Fund in proportion to the amounts they have subscribed during the year in which the said officer's connection with the Provident Fund ceases.

10. Officers and servants who having had the option of joining the Provident Fund neglect to do so, shall, except in so far as they may be entitled to the benefit of the Uncovenanted Service Pension Rules, have no claim whatever upon the Trust, on the part either of themselves or of their families.

11. Contributions† of subscribers other than Harbour Masters and

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* Additional rule sanctioned by Trustees' Resolution No. 232 of 30th April 1890 and Trustees' Resolution III. of 3rd March 1890.

† TRUSTEES' RESOLUTION No. 14, *dated 3rd January* 1884.

Read letter from the Assistant Secretary, dated 11th December, enquiring, with reference to Provident Fund Rule No. 11, whether in the event of a subscriber being on leave his contributions during his absence should be made at the rate of 5 per cent. on the pay of his appointment, or on the leave allowance he might be drawing. Also whether in the case of an officer being promoted from inferior to superior service, and becoming a subscriber to the Provident Fund, he would be allowed to subscribe for his past inferior service.

Read Minutes of members of Establishment Committee.

Resolution 14.—The contribution should be calculated on the amount actually drawn in all cases.

An officer promoted from inferior to superior service may either count the whole of his service as inferior towards pension on the "inferior" scale of pay, or he may, on appointment to a superior grade, join the Provident Fund, in which case he will waive all claim on account of inferior service and will contribute to the Provident Fund from the date of his appointment to a superior grade.

Pilots* shall be at one uniform rate of 5 per cent. on total salary or earnings,† exclusive of conveyance or house allowance, and current contributions shall be deducted month by month from their pay. Contributions of Harbour Masters and Pilots shall be at the same rates, but on their estimated earnings as follows :—

From 26th June 1873 till 31st August 1876.

Senior Pilots (now Harbour Masters) at the rate of.....	Rs.	400	a month.
1st Grade Pilots.....	,,	300	,,
2nd ,, ...	,,	250	,,
3rd ,, ...	,,	200	,,
Probationers, Rs. 80 to 28th February 1875, thereafter...	,,	100	,,

From 1st September 1876 till 31st December 1879.

Master Pilots (now Harbour Masters) at the rate of.....	Rs.	475	a month.
1st Grade Pilots	,,	330	,,
2nd ,, ...	,,	270	,,
3rd ,, ...	,,	225	,,
Probationers	,,	100	,,

From 1st January 1880.

Harbour Masters at the rate of	Rs.	450	a month.
1st Grade Pilots	,,	400	,,
2nd ,, ...	,,	330	,,
3rd ,, ...	,,	265	,,
Probationers	,,	100	,,

12. The Trustees' contribution shall be at the rate of 100 per cent. on subscribers' contribution, and shall be made yearly on 31st March except in the case of death, when the Trust's contribution shall be made on that of the subscriber up to the time of death.

13. Separate accounts shall be kept for each subscriber, showing in the first place the amount of his own personal subscriptions, with the interest thereon as it accrues, and in the next, his share of the yearly Trust contribution with interest thereon.

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* Trustees' Resolution No. 167, *dated 13th March* 1884.

Read letter from the Assistant Secretary, dated 6th March, enquiring whether the contributions of Pilots to the Provident Fund should be credited on the 1st of each month as is done in the case of the rest of the establishment of the Trust, or whether they should be credited at the date on which their abstract is paid about the middle of the month.

Read Minutes of members of Establishment Committee recommending that credit be given on 1st of each month.

Resolution 167.—The recommendation of the Establishment Committee is agreed to.

† Trustees' Resolution No. 376, *dated 3rd July* 1884.

Read Minutes of members of Establishment Committee on a reference made to them as to whether employés of the Trust should be allowed to contribute to the Provident Fund on account of earnings for over-time.

Resolution 376.—Contributions to the Provident Fund on account of over-time should not be allowed.

14. Interest shall be allowed by the Trust on all payments by subscribers, and also on the Trust's contribution, at *5 per cent. per annum, to be credited yearly on the 31st March.

15. Subscribers shall serve 15 years in order to entitle them to receive their shares of the Trust's contributions.

16. In the event of retirement before completion of that period, subscribers shall receive the amount of their own subscriptions only, with the interest thereon.

17. The trustees shall have the power, in case the retirement is necessitated by certified incapacity for further service, or other causes beyond the subscribers' control, to waive forfeiture of share of Trust's subscription.

18. Dismissal for misconduct shall entail absolute forfeiture of all claim on the fund.

19. The Trustees shall have power, in cases in which misconduct is not criminal, to allow subscribers dismissed for misconduct to receive the amount of their own subscriptions only, with or without interest as the Trustees may decide.

20. Every subscriber shall be required to nominate a person to whom the amount standing at his credit shall be payable in the event of his death while in the service of the Trust, or before his claim on the fund shall have been discharged, and to keep up the nomination.

21. On the death of a subscriber the full amount standing to his credit, including Trust's contribution, shall be paid without deduction to his nominee appointed as provided above, irrespective of the period for which the subscriber may have served, but subject to any claim under Rule 25.

22. The amount to the credit of a subscriber who at his death has failed to nominate, or to keep up the nomination of a receiver, shall lapse absolutely to the Trust, provided that it shall be at the discretion of the Trustees to grant the whole or any part of any amount which may have so lapsed to any relative or dependant of the deceased subscriber whose circumstances appear to them to warrant such a concession.

23. Any lapses or forfeitures which may accrue during the year shall be divided amongst the subscribers in proportion to the amounts they have subscribed during the same year.

†24. Payments shall be made within three months from the date of retirement or death of the subscriber, and shall include interest up to the date on which payment is made; and if payments is not claimed before the expiration of the three months no interest shall accrue beyond that period.

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* Rate of interest increased from 4 to 5 per cent. by Trustees' Resolution No. 473 of 9th September 1887.

† Modified from original by Trustees' Resolution III. of 4th April 1890.

Rules Nos. 27 and 28 of 1st Edition of Provident Fund Rules were cancelled by Trustees' Resolution 277 of 15th May 1888.

25. The Trustees shall have power to recover any money claims the Trust may have against subscribers from the amount standing to their credit in the books of the Trust.

26. The accounts of the Pilot Service Provident Fund shall be kept separate, and the Trust's contributions shall be paid out of the Pilotage Revenue, but the rules, unless where specially modified, shall in other respects be the same.

*27. The peons and other inferior servants in the Trustees' service shall be admitted to the benefits of the pension rules adopted by Government to take the place of those referred to in Article 518 of the Government Civil Service Regulations published in 1889; for service of not less then 5 but less than 10 years' service a gratuity shall be allowed as under Article 524 (*a*) (11) of the Civil Service Regulations, *i. e.*, 3 months' pay.

†28. Service for Pension or gratuity to inferior servants shall count from date of appointment by Government, the late Harbour Board, or the Trustees, as the case may be.

29. These Rules shall be held to have come into operation on 8th May 1883, and all alterations from the date of the Trustees' Resolutions authorising them; these being noted on the margins or in a footnote, and the decision of the Trustees on all questions arising out of them shall be final.

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* Introduced by Trustees' Resolution No. 277 of 15th May 1888.

† Originally Rule 29. odified by Trustees' Resolution 232 of 30th April 1889.

ANNUAL REPORT.

The Committee have the honor to lay before the members a report upon the matters of leading interest which have been discussed and dealt with during their term of office, accompanied by a statement of the affairs and funds of the Chamber for the year ending 31st December 1891.

As usual no inconsiderable portion of the annual work has been the discussion of the various legislative enactments on which the opinion of the Chamber has been asked either by the local Government or the Government of India. Where expert opinion or special information has been found necessary these have first been submitted to Special Committees whose reports have been taken as the basis of the Chamber's replies to Government.

BILL TO AMEND THE INDIAN MERCHANT SHIPPING ACT OF 1880.

The first measure submitted by Government for the consideration of the Chamber was the "Bill to amend the Indian Merchant Shipping Act, 1880," the chief object of which is to apply to British India those provisions of the Statute 53 Vic. Cap. 9, Sections 1 and 2 respecting load-line which apply to ships about to enter outwards from ports in the United Kingdom and to ships employed in the coasting trade on the coasts of that Kingdom.

A Special Committee, consisting of

Mr. J. L. Symons, of Messrs. Finlay, Muir & Co.,
„ H. W. Uloth, Superintendent, P. & O. S. N. Co.,
„ M. C. Turner, of Messrs. Mackinnon, Mackenzie & Co.,
„ J. A. Shepherd, of Messrs. Shepherd & Co.,

was appointed to discuss this and other measures relating to shipping which were submitted at the same time. In their reply to Government, the Committee stated that the general purport of the proposed enactment met with the

approval of the Chamber, but that there were two important omissions which the Committee would desire to see embodied in the measure before it was passed into law. The first was that the Bill contained no provision equivalent to section 4 of the English Merchant Shipping Act of 1890 with regard to foreign-owned ships, and this, in the opinion of the Chamber, was a matter of some moment in British India where there are a considerable number of foreign-owned vessels and steamers engaged both in the foreign and coasting trade; and if they were to be treated on a different basis from British-owned vessels it would leave room for a large amount of unfair competition. The second omission was that the Bill did not provide for the marking of a load-line on native vessels such as *dhows*, *buggalows*, *pattimars*, etc., some of which are now built of very heavy tonnage, and, as the draft Bill stood, would remain quite unrestricted as to the depth to which they might be loaded, thus placing them on a different footing from ships or vessels built in European fashion with laid decks.

The Bill was ultimately passed into law in its original draft form, none of the other Chambers of Commerce in India having, apparently, raised the points mentioned by this Chamber. The Committee, accordingly, deemed it advisable to address the Government of Bombay again on the question of load-lines for native craft, asking that His Excellency the Governor-in-Council might be pleased to obtain the sanction of His Excellency the Viceroy, under Section 2 of the amending Act, to bring again within the portion of the law by special notification any craft not square-rigged. No reply has yet been received to this representation, but the Committee trust that the Government of India will see fit to acquiesce in the justice of the Chamber's views. (*Appendix* B.)

BILL TO AMEND ACT X OF 1841.

This draft enactment was considered by the same Special Committee as the preceding, its object being to prescribe rules as to measurement of the tonnage of vessels which would render them as nearly as possible uniform to the United Kingdom and other British Possessions, so that as regards payments of coast, light, and port dues all British-owned vessels should be liable in proportion to their respective tonnages

The Committee, considering the proposed changes desirable informed Government that the provisions of the Bill had the entire approval of the Chamber.—(*Appendix* C.)

BILL TO AMEND AND SUPPLEMENT THE INDIAN PORTS ACT, 1889.

This draft was discussed at the same time as the two previous Bills and the Committee, seeing no objection to the proposed amendment, reported in approval of the measure. At the same time they pointed out to Government that the proposed amendment of the law had evidently had its origin in some circumstances or events which were not before the Committee, and they considered it desirable therefore, in cases of the kind, that all information available as to the reasons for altering or amending the law should invariably be placed at the disposal of the Chamber when an opinion was required by Government —(*Appendix* D.)

BILL TO AMEND THE INLAND STEAM VESSELS ACT OF 1884.

This Bill was referred to the Chamber in January 1891, its object being to authorise a third class of masters and a second class of engine drivers, and to enable Local Governments to assure themselves that holders of Board of Trade,

Colonial and local certificates for sea-going ships are qualified to act as masters or engineers, as the case may be, of inland steam-vessels.

The Committee, in their reply to Government, approved of the provisions of the Bill, but suggested that in framing the rules under the Act, care should be taken to provide for the examination of both third class and second class engine-drivers in their native languages, it being quite possible that men, while fully competent to perform their required duties, might be deficient in such a knowledge of the English language as would enable them to pass an examination therein.

The draft rules under the Act were subsequently submitted to the Committee of the Chamber who had no objections to offer respecting them.—(*Appendix* E.)

BILL TO AMEND THE INDIAN MERCHANDISE MARKS ACT 1889, AND THE SEA CUSTOMS ACT 1878.

This Bill was introduced by the Government of India for the purpose of giving effect to the recommendations of a Committee (consisting of three officers of Government, a representative of the Bengal Chamber of Commerce, and a representative of the Calcutta Trades' Association,) which was appointed by the Governor-General in Council for the purpose of considering and submitting a report with respect to certain matters connected with the working of the Indian Merchandise Marks Act of 1889. As the proposed amendments had already been advocated by the Bombay Chamber and their representations in fact had been in some measure the reason for appointing the Committee, the provision

of the Bill were at once approved. The Committee of the Chamber, however, availed of the opportunity of again calling to the attention of Government the objections which this Chamber entertained to that portion of the Notification of the Home Department, No. 1738 of 4th December 1890, giving instructions to Criminal Courts under the Act with respect to what shall be held to be a due fulfilment of the law regarding counts of grey yarns. The section in question is No. 3, which reads :—

> A trade description of count or number, length or weight applied to grey or bleached cotton yarn, shall not be deemed to be false in a material respect, unless—
>
> (*a*) the described count or number is greater or less than the actual count or number by more than 5 per cent., provided that the average count of the whole of the yarn in question is *not greater or less* than the described count.

As previously pointed out by the Chamber at the time this Notification was first issued the provisions of Sub-Section (*a*) by requiring that the average count of a parcel of yarn shall not be greater or less than the described count, rendered it imperative on spinners to produce and make up their yarn exactly to the described count, whereas if the words "greater or" were deleted buyers would be amply protected, as what the law wishes to prohibit is the substitution of lower counts for the higher, not the higher for the lower, which would entail on the seller additional expense. The Government have not seen fit to adopt the suggestion of the Chamber in this respect, but as the working of the Act has not been so strict as to raise the point, spinners have not suffered by the law being allowed to stand as it is.

Owing to representations received from members of the Chamber, the Committee further addressed Government with respect to sub-section (*c*) of the same rules under the Act, having reference to the number of knots and hanks in which certain counts shall be made up. The sub-section in question was :—

A trade description of count or number, length or weight, applied to grey or bleached yarn shall not be deemed to be false in a material respect unless—

> "(*c*) in a bundle of yarn of any count under 50s described as being 10 pounds in weight, the number of knots of 10 hanks each is not the same as, and the number of knots of 5 hanks each is not double, the described count or number of the yarn."

The interpretation which had been attached to this in Manchester and elsewhere was that it would be a false trade description and would render importers liable to the penalties prescribed by the Act, if any yarns under 50s count were imported in 10 pound bundles made up otherwise than in the same number of knots of 10 hanks each, or double the number of knots of 5 hanks each, as the count or number of the yarn; or, in other words, that 40s yarn for instance, could only be imported in 10 pound bundles if made up in 40 knots of 10 hanks each, or 80 knots of 5 hanks each. Without assuming this interpretation to be correct, the Committee of this Chamber considered it would be advisable to render the meaning of the clause more distinct and prevent misconception by amending it so as to make it read as follows :—

> In a bundle of yarn of any count under 50s described as being 10 pounds in weight, the number of knots of 20 hanks each is not the half of, the number of

knots of 10 hanks each is not the same as, and the number of knots of 5 hanks is not double, the described count or number of the yarn.

This amendment the Committee pointed out was necessary, as a very considerable business was done in Bombay in 40s. yarn made up in knots of 20 hanks, and in Madras in 30s. made up in the same way to suit the requirements of special buyers, and being a perfectly legitimate business the mode of making up was in no way calculated to deceive buyers, and the Committee did not apprehend that the section of the instructions referred to contemplated any interference with it.

This representation, supported by similar applications from the Madras Chamber of Commerce was eventually adopted by Government, and under date of 13th November 1891 a new notification has been issued altering section (c) as desired by this Chamber. With a view to keeping the members of the Chamber thoroughly posted up in all such alterations, the Committee had a copy of the latest notification printed and circulated to members.

It may not be out of place here to say that the Indian Merchandise Marks Act, so far as Bombay is concerned, continues to be worked by the Collector of Customs with exceedingly little friction. One or two cases have been brought to the notice of the Committee in which people have felt aggrieved as to the penalties and fines inflicted, but after due investigation the Committee came to the conclusion that the provisions of the Act had been contravened and that the applicants therefore had only themselves or their constituents to blame for the punishment incurrred. As to the results of the Act on trade in general, there may be, and no doubt is, some conflict of opinion, but there can

be no question that it has had a very decided effect with regard to the lengths of piece-goods imported, and the counts and weight of yarn. Whether local spinners and manufacturers have been made to feel the control of the Act to the same extent as English spinners and weavers, is a moot point, as Bombay goods and yarns are generally shipped to places where no Merchandise Marks Act is enforced, and there being no system of Government inspection under the Act, spinners and weavers are left to their own conscience as to how far they observe its provisions.—(*Appendix* F.)

PROPOSAL TO ESTABLISH TRADE MARK REGISTERS AT EACH PRINCIPAL CUSTOM HOUSE IN INDIA.

Through the Revenue Department of the Bombay Government the opinion to the Chamber was solicited with respect to a proposal emanating from the Finance and Commerce Department of the Government of India that, for the purpose of facilitating the performance of the duties of Customs Officers, under the Indian Merchandise Marks Act, registers of trade marks should be established at each Customs Port in India, similar to the registers at English Ports maintained under the regulations issued by the Board of Trade in 1887. The idea of the Government of India was that registration would place the Collector of Customs at each Port in possession of a convenient index giving him special cognisance of the trade marks registered, and enable him to deal promptly and effectively with cases which, in the absence of such special knowledge as the registers would afford, might escape him; and if goods were imported bearing a trade mark alleged to counterfeit a registered trade mark, and the importer claimed to be the rightful

owner of the mark, the Collector would pass the goods, provided the laws in regard to the importation of goods had not been contravened, first informing the registered owner of the mark of the facts of the case so as to place him in a position to assert his rights before the courts.

Before replying to this suggestion the Committee consulted the leading importing firms—members of the Chamber—and the views expressed by them coinciding with the opinions of the Committee, Government were informed that the proposed registers of trade marks would be objectionable in many ways and unlikely to give any counterbalancing advantage. After a very careful consideration of the subject the Bombay Chamber had previously come to the conclusion that the existing law regarding proprietary rights in trade marks was much more satisfactory than any regular and efficient system of registration which could now be introduced, and a voluntary and therefore inefficient system would necessarily be still more undesirable. By the introduction of the proposed registers it was quite possible that from the failure of the owners of existing trade marks to secure priority of registration, claims might be set up which it might be very difficult afterwards to disprove, and there would also be the contingency of marks belonging to, say, Bombay importing firms being registered in say the Kurrachee Custom House and thereby interfering with the ownership of the mark in one and the same selling market—for instance the Punjab. These objections, the Committee considered, it would be very difficult to overcome and as the working of the proposed system would probably also lead to greater friction in the Custom House, they expressed the hope that Government would not proceed further with the scheme.—(*Appendix* G.)

BILL TO AMEND THE LAW OF EVIDENCE WITH RESPECT TO BANKERS' BOOKS.

The object of this Bill being to apply to British India the provisions of the English Bankers' Books Evidence Act, 1879, under which copies of entries in bankers' books are made receivable in evidence under certain conditions, your Committee, after consulting the banking members of the Chamber, entirely approved of the addition to the law.—(*Appendix* H.)

SUGGESTIONS REGARDING PROPOSED ALTERATIONS IN THE PRESIDENCY SMALL CAUSE COURTS, AND FOR THE IMPROVEMENT AND AMENDMENT OF ACT XV OF 1882.

In April last the Government of Bombay addressed the Chamber with respect to certain proposed changes in the working of the Presidency Small Causes Courts and suggestions for the improvement and amendment of Act XV of 1882, which had been received from the Government of India. As the alterations suggested were of considerable importance, and likely, if carried into effect to seriously disturb the working of our local Small Cause Courts, the Committee considered it desirable that they should be discussed with the aid of some of the legal members of the Chamber. A Special Committee was therefore appointed, consisting of

The Hon'ble Mr. L. R. W. Forrest, Chairman of the Chamber.

Mr. W. R. Macdonell, of the Bombay Company, Limited.

Mr. G. W. Roughton, of Messrs Roughton and Byrne.

„ H. C. Burder, of Messrs. Crawford, Burder, Buckland and Bayley.

These gentlemen furnished the Committee with a most careful and exhaustive report on the whole question, which was made the basis of the reply of the Chamber to Government. Premising that they found no serious cause of complaint against either the working or the general procedure of the Small Cause Courts in Bombay, the Committee proceeded to quote statistics, showing that the administration of the Courts had been prompt and effective. Out of a total number of 35,403 cases brought before them during the previous year, including 2,991 belonging to the year preceding, 32,107 had been disposed of, leaving only 3,296 pending at the close of the year, and as this number included cases, the hearing of which had been postponed by the consent of the parties concerned, it was evident that the Courts fairly kept pace with the work annually brought before them. The working of the Calcutta courts, they remarked, showed apparently less satisfactory results, but that fact might be owing either to the system of procedure or the officers who administered it. Unfortunately the information contained in the papers, placed at the disposal of the Chamber, was not sufficient to show where the defect really arose, but presumably it was mainly due to an objectionable form of procedure arising from the power under section 23 of the Act XV of 1882 not having been sufficiently exercised. Under that section it is open to the authorities framing rules of procedure for the Courts of Small Causes to eliminate from the Civil Procedure Code all provisions which may be found cumbersome and inapplicable to the summary procedure for which these Courts have been instituted. In Bombay this power has been amply availed of, with the result that the actual work of the courts is performed in a manner which leaves no real ground of complaint, and the Committee of the Chamber were therefore averse to supporting any important

alterations in jurisdiction or rules of procedure. The detailed proposals as submitted by Government were shortly as follows :—

(*a*) that the present maximum limit of jurisdiction in the Small Causes Court should be altered from Rs. 2,000 to Rs. 1,000.

(*b*) that section 38 of Act XV of 1882 should be repealed and that an appeal to the High Court should lie in suits for sums exceeding Rs. 1,000.

(*c*) that to relieve the pressure on the judges of the present Small Causes Courts, a system of default summonses might be adopted similar to that permitted in County Courts in England.

(*d*) that the procedure at present in force in the Presidency Small Cause Courts might be improved.

Taking these proposals in the order given, the Committee of the Chamber expressed themselves averse to any reduction in the maximum limit of jurisdiction, but if any change was to be made they would prefer that it should be in the direction of concurrent jurisdiction in the High Court and Court of Small Causes for sums over Rs. 1,000. With respect to suggestion (*b*) the Committee stated that they would prefer section 38 of Act XV of 1882 should not be repealed, but that it should be amplified so as to give a right of re-hearing in every case relating to sums exceeding Rs. 1,000, and that in addition a right of appeal should be given in all similar suits. Their reasons for advocating the amendment taking this form were that the High Court of Bombay has in effect decided that no order for re-hearing can be granted in any case merely on the ground that there has been evidence given which leaves the Small Cause Court doubtful as to which party was

in the right. As no judge was likely to admit that his decision was wrong, it followed that the section in Bombay was now really limited to cases in which the law laid down by the Small Cause Court was doubtful, and for such cases other procedure was available under the section relating to revision. What the Committee considered was really wanted was an opportunity for the plaintiff to obtain a re-hearing in cases where a fraudulent defence had been set up at the first hearing in the Small Cause Court, which defence could not have succeeded had the procedure at the Small Cause Court enabled the plaintiff to show that the defendant's documents produced in the Small Cause Court were fraudulent, and which he would on a re-hearing be able to do in the High Court, where the whole procedure as regards inspection of documents contained in the Civil Procedure Code obtained. The Committee further showed that the mere right of appeal would not cover this point because an appeal could only proceed on the facts and evidence before the court of first instance, whereas a right of re-hearing enabled the suitor to meet deficiencies in the evidence caused by surprise or otherwise in the first court. Practically the position now was that the plaintiff did not know what case he had to meet in the Small Cause Court, and he could be, and no doubt frequently was, met with fraudulent documents and a fraudulent defence which the Committee of the Chamber submit should not be possible in suits for so large a sum as Rs. 2,000. As to proposal (*c*) the Committee gave it as their opinion that a system of default summonses such as that proposed, would no doubt be of considerable advantage in purely commercial cases. But they were disposed to think that in small suits brought by money lenders or others—of which the bulk of the business of the court consisted—the adoption of this suggestion might open the door to serious fraud, and real

hardship might also result to defendants as the effect of these default summonses would be to throw on defendants the necessity of two attendances at the Small Cause Court, one, to obtain leave to defend and the other for actual defence. Respecting suggestion (*d*) the Committee of the Chamber said that they did not favor any alteration beyond those already mentioned, so far as the Bombay Court of Small Causes was concerned, and they ventured to think that if a close comparison were instituted between the procedure of the Calcutta and Bombay Courts, it would be found that a remedy was available without such alterations being effected.—(*Appendix* I.)

INDIAN FACTORIES' ACT 1881, AS MODIFIED UP TO APRIL 1891.

The Chamber having had no further reference or correspondence in connection with this subject, during the year, the new Act, which comes into force on 1st January 1892, is merely reproduced in the Appendix for the convenience of reference.—(*Appendix* J.)

NATIVE PASSENGER SHIPS' COMMISSION.

The correspondence in connection with this subject was published in the report for the year 1890, and in reply to a reference from Government, when handing the Chamber a copy of the Report issued by the Commission, the Committee merely stated that they had no remarks to offer thereon. In the opinion of the Committee it will be time enough for the Chamber to discuss the subject matter of the Report when any legislation based thereon is projected by Government.—(*Appendix* K.)

BILL TO EXTEND THE JURISDICTION OF THE MADRAS SMALL CAUSES COURT.

The Committee of the Madras Chamber of Commerce having forwarded copy of a letter which they had addressed to the Government of Madras, with reference to Sir Philip Hutchins' Bill to extend the jurisdiction of the Madras Small Cause Court, asked that, if the Bombay Chamber held similar views, it should take such action in opposition to the Bill as might seem to it desirable.

In reply your Committee stated that they were not sufficiently cognisant of the state of legal affairs in Madras to justify them in addressing Government on the subject, but they begged to hand the Committee of the Madras Chamber of Commerce a copy of their representations on the proposal to amend Act XV of 1882 which might be taken as embodying the opinion of the Bombay Chamber on the question of Small Causes Courts in India.—(*Appendix* L.)

INDIAN COMPANIES' ACT.

As the result of a recent case of alleged frauds perpetrated against an Insurance Company in Bombay, the Chamber has received representations asking that it should take up the consideration of the Indian Companies' Act, more especially with regard to the appointment and duties of auditors as therein defined.

In reply to these communications, however, the Committee have declined to take any action, as they considered the remedy for the evil complained of rested entirely with shareholders of Companies themselves who have already, under the Companies' Act, full control over the appointment of auditors if they only chose to exercise it.—(*Appendix* M.)

AMENDMENT OF THE SEA CUSTOMS ACT.

A number of representations having been made to the Chamber with respect to the working of the Sea Customs Act, and more particularly with regard to the penalties inflicted on agents of vessels for non-compliance with, or mistakes in connection with standing orders under the Act, the Committee of the Chamber considered it advisable to appoint a Special Committee to consider the whole Act. This Committee consisting of

The Hon'ble Mr. L. R. W. Forrest, Chairman of the Chamber,

Mr. R. S. Campbell, of Messrs. W. & A. Graham & Co.,

„ R. C. Lees, of Messrs. Turner, Morrison & Co.,

„ I. M. Shields, Acting Superintendent, P. & O. S. N. Co.,

„ O. Von Hoffer, Acting Agent, Austro-Hungarian Lloyd's S. N. Co.,

„ M. C. Turner, of Messrs. Mackinnon, Mackenzie & Co.,

made a number of suggestions for the amendment and alteration of the Act which the Committee of the Chamber embodied in a representation to Government. Several of these suggestions were already met by the Collector of Customs while the matter was under consideration by the Chamber, and the other points raised will no doubt receive due consideration. One of the alterations conceded—and which has already been communicated to the members by circular—is the permission granted to agents of steamers arriving in ballast to enter their vessels outwards in anticipation of their arrival, thus enabling shippers to send down goods to the loading berths so as to permit the steamer to commence loading the moment she is berthed in dock. A further amendment has also been notified by the Collector of Customs in requiring that the agents of vessels shall be approved by

the Collector of Customs before their names are accepted under guarantees for the settlement of claims, etc. The main cause of complaint, however, arose from the irritating, and as it seemed to the Committee, unnecessary character of the penalties inflicted for trivial mistakes in manifests and other shipping documents. Many of these mistakes arise from causes entirely beyond the control of agents of vessels, and that being so, should not render them liable to fines.—(*Appendix* N.)

DEFINITION OF THE TERMS "BILL OF EXCHANGE" AND "HUNDI," UNDER THE STAMP ACT.

Under a reference from the Government of India, received through the Revenue Department of the Bombay Government, the Chamber in November last was asked for an opinion as to certain definitions of the terms "Bill of Exchange," and "Hundi" suggested by the Government of India. The question arose from the prosecution of several native merchants in Calcutta for neglecting to stamp instruments which they contended were not liable to stamp duty, as they were not included in any of the definitions contained in the Indian Stamp Act, I of 1879. From the proceedings in the case in question, it appears that Marwarree firms in Calcutta and elsewhere in Bengal are in the habit of remitting money and carrying on transactions in which money passes from hand to hand by means of instruments known as "Barati Chittis" from which the names of the payees are omitted designedly in order to evade payment of stamp duty. To bring such instruments within the scope of the Act the Government of India suggested certain definitions which your Committee carefully considered with the aid of the banking and legal members of the Chamber. In replying to Government the Committee stated that they

would favor the definition of a Bill of Exchange as given in the English Stamp Act, but should that not be wide enough to cover "Barati Chittis" or similar documents, the following clause was suggested :—

> Bill of Exchange includes a hundi, and hundi includes a chitti for the transfer or payment of money, and, for the purposes of this Act, the three terms are identical.—(*Appendix* O.)

STAMPING OF PROMISSORY NOTES ON HUNDI PAPER.

In April last, the Madras Chamber of Commerce made a representation to the Government of India, Legislative Department, with respect to the stamping of promissory notes written on hundi paper, and to the wording of the rules relating thereto, and asked for the support of the Bombay Chamber on the subject. After consulting the banking members of the Chamber, the Committee addressed the Government of India supporting the views expressed by the Madras Chamber that the existing rules were so conflicting and complex as to call for revision, and further submitting that no good object was served by insisting on promissory notes or hundis being written on the particular size of paper now in use which entailed serious expense for postage on merchants, banks and others negotiating these instruments. The Committee further expressed the opinion that so long as an impress stamp of the requisite value was used, the size and quality of the paper should be left to the discretion of the drawer in the same way as foreign bills of exchange. They also suggested for the consideration of Government the possibility of allowing the one anna postage stamp being used for all purposes of inland revenue in the same manner as the penny stamp was available for use in England.

In replying to the proposal of Madras Chamber, Government stated that the question of the amendment of the rules under the Stamp Act had been under consideration and that the rules as finally approved and published in the *Gazette of India* of 23rd May 1891 would, they hoped, meet the requirements of the case. They further stated that they did not consider further change in the law would be expedient, as for the reasons given in the report of the Stamp Committee appointed by the Government of India in 1876 they thought hundi stamps should be impressed on paper large enough for reasonable requirements, but not so large as to facilitate fraud. With respect to the special suggestion of this Chamber in favor of the employment of the one anna postage stamp for purposes of inland revenue, Government stated that the proposal had been carefully considered in 1883, and it was then decided that a necessary accompaniment of the use of the same stamp for revenue and postal purposes would be the prohibition of the defacement by the sender of a letter of the stamp when used for postal purposes, and that that prohibition would give rise to greater inconvenience to the public than the continuance of the existing system of having separate stamps for revenue and postal purposes.—(*Appendix* P.)

FEES FOR SURVEYS, &c., UNDER THE INDIAN STEAMSHIPS ACT.

Under a reference from the Government of Bombay in June last, the Chamber was asked to express an opinion upon various suggestions made by a Committee appointed by the Government of India to consider the suitability of the fees levied for surveys under Act VI and VII of 1884. The points raised were :—

(1) Whether there is any necessity for assimilating the scale of fees for survey of inland steamers

to those charged for the survey of sea-going steamers;

(2) Whether the scale of fees for surveys proposed by the Committee differs greatly from the fees now charged, and whether, having in view the cost of surveys, it is expedient to raise the scale, and, if so, to what extent;

(3) Whether surveyors are now, or may hereafter be, required at the ports for which they are recommended;

(4) Whether it is expedient to employ full-time and pensionable surveyors at all the ports mentioned;

(5) Whether the service of surveyors should be graded, and the surveyors be liable to transfer from one province to another.

(6) The Government of Bombay should also consider the proposal originally emanating from the Native Passenger Ships Commission to transfer the administration of the Native Passenger Ships Act from the Salt Department in Bombay to the Port Officers.

After obtaining the views of the representatives of the leading Shipping Companies in Bombay, the Committee gave it as their opinion that—

(1) They saw no necessity for assimilating the scale of fees, as the Inland Steam Vessels Act VI of 1884 was not in force in the Bombay Presidency.

(2) That no schedule of the proposed fees being included in the papers submitted, the ommittee were unable to institute any comparison between them and the fees now charged. But as

respects the latter portion of the question, they had no hesitation in saying that it was undesirable any increase should be made, the existing scale being sufficiently high and, in fact, deemed unnecessarily so by the steam-ship owners and agents the Committee had consulted.

(3) The Committee considered that there was no necessity for the appointment of surveyors at Chittagong, Kurrachee or Aden. There might be some advantage in having a surveyor at Rangoon, whose services could also be utilized for the survey of the Irrawady and other inland steamers trading on the Burma rivers, but on the whole the Committee were not inclined to recommend the appointment of more than two surveyors at Bombay and Calcutta respectively. Their reasons for thus restricting their recommendations were that steamers' certificates date from the period at which they have last been in Dry Dock and surveyed, and it has been customary to have a ship surveyed when in Dry Dock at a time which as nearly as possible coincides with the expiry of the certificate. There being no Dry Docks at other ports than Bombay and Calcutta, the appointment of surveyors at the other ports suggested would result in a considerable expenditure for which there would be no commensurate return.

(4) The Committee deprecated the institution of a costly system of pensioned officers whenever it could be avoided.

(5) If the preceding recommendations of the Chamber were accepted the necessity for the proposal embodied in this enquiry did not arise.

(6) The Chamber saw no grounds for the suggested transfer, the existing system having worked well in the past, and no apparent reason being given for its not continuing to do so.—(*Appendix* Q.)

SUGGESTED LEGISLATION AGAINST ALLEGED FRAUDS IN THE COTTON TRADE, AND THE DETERIORATION OF THE STAPLE.

The Government of Bombay having favoured the Chamber with copies of Memoranda prepared by Mr. H. E. M. James, C. S., Commissioner of the Northern Division, on alleged frauds in the cotton trade and the deterioration of the staple, and suggestions for legislation in connection therewith, solicited the opinion of the Chamber on the matter. Although the views of the Chamber as regard cotton legislation had frequently been submitted to Government,—and, in the opinion of the Committee, a careful study of the statistics relating to the production of cotton in, and the exports of cotton from India would have been a sufficient reply to the arguments used by Mr. James—they nevertheless considered it would only be a due recognition of the trouble Mr. James had taken, and his evident desire to benefit the trade, that the whole subject should be thoroughly discussed and exhaustively dealt with. A Special Committee was accordingly appointed, consisting of :—

The Hon'ble Mr. L. R. W. Forrest, Chairman of the Chamber,
Mr. A. F Beaufort, of Messrs. Lyon and Co.,
„ G. Cotton, of Messrs. Greaves, Cotton and Co.,
„ J. Tintner, of Messrs. A. Blascheck and Co. (Chairman of the Cotton Trade Association),
„ T. J. Ward, of Messrs. Ralli Brothers,
„ H. Rowbotham, of Messrs. Gaddum, Bythell & Co.,

all gentlemen of great experience in the cotton trade

of Bombay. As the result of the information collated by these gentlemen, and the report furnished by them, the Committee of the Chamber addressed the Government of Bombay at some length criticising Mr. James' information, combating his arguments as to the nature and course of the alleged frauds in the trade, and pointing out, as they considered, the futility of Mr. James' suggestions for special legislation. Of Mr. James' proposals the only portions to which the Chamber took no objection, were those advocating the offer of annual prizes by Government for the best cotton grown by ryots; inducements being offered to ryots to pick selected seed and aid rendered them in obtaining the finest qualities of seed at a minimum cost; the circulation through patels, schoolmasters and others of simple instructions and advice to ryots regarding the gathering of their crops; and the organization of a system of distribution through the Director of Agriculture at cost price of good local seed in large quantities. These suggestions the Committee had no objection to see adopted,—provided no special tax was levied on the trade for the purpose—not because they had any belief in their efficacy for the improvement of the staple, but merely that the grower should be afforded every facility possible for obtaining the seed he considered most suitable for cultivation in his soil. On the other hand, the Committee protested in the most decided terms against every form of penal legislation suggested by Mr. James, or, indeed any interference by Government with the ordinary course of the trade, whether in connection with the growth, sale or shipment of the staple. Showing from the previous history of the trade how the numerous and important changes in the mode of dealing with the staple had gradually crept in and been established, the Committee demonstrated that the mixing of different descriptions of cotton had actually originated with the demand of European spinners

for cheap supplies, and the style of standard samples and mode of arbitrations adopted by Liverpool arbitrators. This mixing the Committee believed, would have been checked in its infancy had home arbitrators adopted the same repressive policy which the Bombay Cotton Trade Association instituted in the first instance. Heavy penalties were inflicted by Bombay arbitrators in all cases which came to their notice where anything like fraudulent mixing could be discerned, and had Liverpool arbitrators adopted the same line of policy simultaneously, mixing would have been stamped out at the commencement. On the contrary, however, mixers were not slow to discover that under the different system of sampling and arbitrating in Liverpool, they could pass off their preparations with comparative immunity, and a new system of selling was thus developed in the Bombay cotton trade and afterwards well established—namely, selling with Liverpool guarantee, or in other words, to avoid Bombay inspection and arbitration and accept Liverpool arbitration in its place. In 1890, however, Liverpool arbitrators eventually awoke to the result of their previous mild penalties and dealt with all arbitrations on "Surats" in the severest possible manner. In some cases there can be little question that their zeal exceeded their discretion, as many instances could be cited of pure unadulterated cotton having been heavily penalised, while mixtures had been more lightly treated. On the whole, however, the action adopted was of such a character as to render mixers extremely cautious about carrying on their trade, and it is believed that the exports of cotton from Bombay since that period have shown a decided improvement. But the Committee of the Chamber relied less on arguments of this kind to justify their objections to legislation than the actual figures of the trade itself. Lacking, apparently, information as to the extraordinary revolution in the trade and the development of cotton spinning in India, Mr. James

had evidently come to the conclusion that the absence of demand for "Surats" in Lancashire was due entirely to the deterioration of Surat cotton and the fraudulent manner in which it was prepared and shipped. The fact on the contrary is, as the Committee consider they have clearly shown, that Lancashire favored by enormous supplies of cheap American Cotton is steadily abandoning the spinning of low-count yarns—for which "Surats" are used—in favour of high counts made from long stapled cotton which India never has produced and is never likely to produce, the requirements of the world in low counts being provided by an extended production on the Continent and in an enormous development of spinning and weaving in India.

It is unnecessary here to recapitulate at length the whole of the figures adduced by the Committee, but the statistics of the receipts into, exports from, and consumption of cotton in Bombay for the twenty years ending 30th June 1891, thoroughly prove the arguments of the Chamber. Liverpool, for instance, which 20 years ago took 75·67 per cent. of the season's receipts amounting to 1,151,000 bales, now takes 5·64 per cent. only of 2,020,000, while the Continent, which had only 18 per cent. of the small supply, now requires 47 per cent. of the larger. For the past fifteen years indeed the Continent has absorbed on the average 45 per cent. of our supplies leaving the balance to be divided mainly between Liverpool and Bombay; and whereas the latter only absorbed 4·60 per cent. of the small crop of 1871-72, she now takes 37·72 of the double yield, that is to say, in actual number of bales Bombay now as nearly as possible consumes the same quantity of "Surats" as Lancashire did twenty years ago. Equally remarkable, as an illustration of the objections to Govern-

ment interference with the trade, are the figures which the Committee were able to adduce regarding the cultivation of cotton in Khandeish, which Mr. James had specially instanced as showing the bad effects of a policy of non-interference. Taking a period of twenty-two years, ending with 1889-90, the Committee were able to show that during the first eleven years of the period, when the effects of Mr. Ashburner's exertions and the Cotton Frauds Act were in full force, the average extent of land under cotton cultivation was in round numbers 560,000 acres, while in the second period of eleven years, during which cotton legislation has been in abeyance, and the cultivators have been allowed to take care of themselves, the average land under cultivation amounted to 857,000 acres, or an increase of 53 per cent. Nor was the example of what took place in the Dharwar districts less striking. There Government introduced American seed and the American saw-gin with what appeared to be great success for a few years. Ultimately, however, the seed deteriorated by hybridization and the saw-gins were allowed to get out of repair with the result that Dharwar cotton is now one of the most neglected descriptions imported into Bombay, while the indigenous "Compta" cotton,—which has been left to take care of itself—still maintains an excellent position with spinners for length and strength of staple. These results combined show that since compulsory legislation in regard to cotton has been abandoned, the trade has increased to an enormous extent, and, in the opinion of the Chamber, there is no ground whatever either on behalf of the ryot, or for the protection of the revenue of the country, on which Government interference and special legislation can be supported. —(*Appendix* R.)

RAILWAY EXTENSION.

In August last, Mr. T. D. Little, M.I.C.E., Superintending Engineer, Northern Division, submitted to Government a valuable paper on the subject of feeder lines of railway in Guzerat. The document contained a careful compilation of the probable extent of goods and passenger traffic on five different routes in Northern Guzerat, showing that on three of them there was every assurance of available traffic considerably in excess of the minimum required to ensure an adequate return on capital outlay.

Your Committee availed of the opportunity of acknowledging the receipt of the papers to make a further representation to the Bombay Government pressing for these three lines being taken in hand with as little delay as possible. Admitting that in the case of projects likely to give such profitable results as the three in question, it would be for the advantage of the country at large to undertake their construction with public money, the Committee nevertheless contended that the advantages to be derived by the speedy development of the district were so great that they would gladly see Government availing of private enterprise for the purpose rather than the construction of the lines should be delayed by a discussion respecting ways and means. They further expressed the hope that a new and more vigorous policy as regards railway construction was likely to be initiated, and remarking on a speech made by Sir John Gorst, late Under-Secretary of State for India, before the Liverpool Chamber of Commerce, the Committee stated that if the public utterances of responsible officials in connection with the Government of India could only be carried into practical effect, they would consider that the last word had been spoken with regard to railway construction in India. The wide divergence however between promise and

fulfilment which for some time past has characterised the position of the Government of India in reference to railway extension has never been more conspicuous than now when with evidences of possible famine in numerous districts, the comparatively insignificant extent of other than purely military and strategical lines of railway under construction is specially noticeable.

It will, indeed, be a question for the consideration of the new Committee whether it is not advisable to again memorialise Parliament on the subject of railway development. With enormous tracts of country entirely unprovided with means of transport, the field for railway enterprise is practically unlimited; and seeing that the lines now in operation are earning a large and steadily increasing profit, it is to business men difficult to conceive why Government should delay the consideration and sanction of the numerous projects which have been laid before them.

The Barsi Line is an instance of how far obstruction can be carried in matters of the kind. Since 1881, this Chamber has frequently addressed Government pointing out the advantages which would accrue from the construction of a line from Barsi Road Station on the G. I. P. Railway to the town of Barsi—a distance of some 22 miles. After prolonged negotiations private enterprise in the shape of the Feeder Lines Company, Limited, stepped in and offered to construct the line on acceptable conditions. But although that Company has been in close correspondence with Government since March 1887, and all conditions have been complied with, the official sanction to permit of the construction of the line being taken in hand has not yet been granted. Delay of this kind is almost prohibitive of private enterprise, and it is no matter of surprise, therefore, that railway construction in India has attracted so little private capital.—(*Appendix* S.)

OVER-BRIDGES ON THE LINES OF RAILWAY LEADING INTO BOMBAY.

The delay in proceeding with the construction of these much-needed public improvements having attracted the attention of the Committee, they addressed the Government of Bombay in March last pressing for their construction being taken in hand. The Extension Committee in 1887 reported that three overbridges were urgently and immediately required, namely, one over the level-crossing at Chowpatti, one over Falkland Road and a third over both lines of railway at Dadur. Further that the following would be wanted in a few years :—

Over the level-crossing at Clerk Road,
Do. do. Elphinstone Road,
Do. do. Haines Road,
Do. do. De Lisle Road,
Do. do. Church Gate Station.

The enormous increase in the population of the northern districts of the Island has rendered the necessity for these various bridges more urgent than ever, and the Committee of the Chamber advocated the matter receiving the earliest attention of Government.

In response to the Chamber's communication, the Under Secretary in the Public Works Department stated that the question of over-bridges across the railways within the precincts of Bombay was not being lost sight of. It involved however so many important local considerations that considerable time was necessary before actual construction could be embarked upon. In June, however, a Government Resolution on the subject

was issued embodying preliminary orders for working out the details of the Marine Lines over-bridge, the over-bridge at Arthur and Clerk Roads and at the Carroll Road.

In acknowledging the receipt of a copy of this Resolution, the Committee of the Chamber pointed out that while they were pleased to see that the question was not being lost sight of, the rate of progress made was exceedingly slow and scarcely commensurate with the importance of the work. Further that they observed no allusion in the papers received to the over-bridge at Frere Road, over the G. I. P. line, which they considered a work of great urgency and importance. Learning, moreover, that the delay in connection with the construction of this particular work arose in a great measure from a difference of opinion as to the proportionate liabilities of the Port Trust and the Municipality, the Committee addressed these two bodies on the subject. This representation was followed by a further Government Resolution in which His Excellency the Governor in Council stated that he quite agreed with the Chamber in thinking that an over-bridge at the place mentioned was urgently required, and expressing the hope that the parties to the original arrangement for the construction of this project would again consider the question of coming to an agreement by which the work could be carried out at an early date.

The matter is now under the consideration of the Port Trustees and the Committee hope that the necessary preliminaries will shortly be agreed upon between the Port Trust and the Municipality. The traffic at the point in question is enormous and must of necessity go on increasing with the development of the Port.—(*Appendix* T.)

DELAY AND IRREGULARITY IN THE POSTAL DELIVERIES IN BOMBAY.

Frequent complaints having been made to the Committee of the Chamber of the delay and irregularity of the local post-office in regard to the delivery of letters, it was decided to address the Postmaster-General on the subject with the view of obtaining, if possible, a re-organization of the service and such a system of deliveries as would enable business people to place some degree of confidence in the post-office as a means of transmitting local letters in the same prompt manner as the post-offices of the larger towns in England. Before addressing the Postmaster-General, however, the Committee deemed it necessary that they should have some reliable ground on which to base their complaint and with that object they caused a series of letters to be posted at the different local post-offices throughout the town, taking care that the absolute time of posting, and delivery to the addressees should be carefully and unquestionably recorded. Two different experiments of this kind were carried out and the results showed that a letter might take anywhere between two-and-a-half and twenty-four hours in reaching its destination, perhaps only one or two miles distant. The Committee accordingly handed these results to the Postmaster-General asking that the irregularities shown should receive his early attention and that some steps should be taken to reorganise a system which showed itself so utterly unreliable. At the same time they called attention to the unnecessary delay in the delivery of registered packets received by the European mails, recent instances having occurred in which bankers and others had suffered material loss and inconvenience through large remittances having been delayed in delivery from six to eight hours after the ordinary letters.

The representation of the Chamber met with a ready and courteous response from the Postmaster-General who cordially recognised that the object the Committee had in view was less to receive an explanation of the causes of delay than that steps should be taken to ensure quicker and more efficient delivery.

At the same time in giving his reasons for the irregularities of transmisson, the Committee considered the Postmaster-General indicated general defects in the existing system calling for amendment, which had apparently escaped his notice. Five of the letters, for instance, it was stated had missed two deliveries owing to their having been addressed to the wrong post-office, one being addressed to Byculla instead of Mazagon and four to Parel instead of Dadur. In the whole of these instances the districts named in the addresses were those generally in use and accepted by the residents themselves, and it was evident, therefore, to the Committee that defined postal districts were in existence differing from those ordinarily known to describe the various localities of the city. The Committee accordingly suggested that no time should be lost in making the limits of the postal districts widely known and intimating to the public by advertisements, circulars and the issue of a postal map of the city that time in delivery of correspondence might be saved by having it directed to the correct postal district. In the greater number of the test letters, however, the Postmaster-General gave as a reason for the delay their having been posted at the wrong time thus causing them to miss a delivery. With reference to this, the Committee stated that, in their opinion, if the local deliveries were as frequent and efficient as they should be in a city like Bombay, there should be no wrong time—during business hours at all events—for posting letters. Even with the three deliveries per diem,

which then existed, this particular cause of delay could at once be avoided by making the public aware of the hours at which the deliveries were made from the various district offices and when letters had to be posted to be in time for such deliveries. The Committee accordingly suggested that in addition to the postal map, lists showing the times of deliveries and the latest hours of posting should be prepared for all the town offices separately and made available free of charge to the inhabitants of the various districts. The Committee further called the attention of the Postmaster-General to the detention of under-paid letters, both European and Indian. In the case of the former, they expressed a hope that it would be found possible to deliver them with the accelerated delivery of registered packets when that arrangement came into force; and as regards the Indian under-paid letters they considered that unless the number was very excessive they might, with a little arrangement, be delivered at the same time as fully-prepaid covers. No doubt, as the Committee pointed out, it might be argued that the non-payment, in advance, ought to subject the senders to certain penalties, but as the omission frequently arose from pure inadvertence they considered that the charge of double postage was of itself a sufficient penalty without the additional delay. Moreover, both penalties, in the majority of instances, fell on the innocent addressee, who, for various reasons, might be unable to recoup himself.

After some correspondence and personal interviews with the Postmaster-General, the officials eventually formulated a scheme which came into force on 15th June, whereby the majority of the objections which the Chamber had raised to the system of the local deliveries were fully met. Instead of three deliveries per day, five local deliveries were established in addition to a special delivery of over-

land mail letters as soon as it could be effected after the arrival of the steamer. A small pamphlet was at the same time prepared by the Presidency Postmaster containing a variety of useful information, and the more important facts regarding local deliveries, shown on the fly leaf, and a small sketch map of Bombay defining the various postal districts and the streets or roads which bounded them. These arrangements have now been in force for some months, and the result has been manifest in a much improved despatch and efficiency throughout the Island. Indeed, so rapidly are the local deliveries now worked that it is possible to post a letter at one end of the town and have it delivered at the other (a distance of over seven miles) in considerably under an hour—a degree of despatch which is probably not attained by any other post-office in India.—(*Appendix* U.)

DESPATCH OF MAILS TO EUROPE BY NON-CONTRACT STEAMERS.

As the result of correspondence in the public press in which some desire was shown for the despatch of mails to Europe by other than the regular weekly mail steamers, the Postmaster-General addressed the Chamber asking for the opinion of the Committee as to whether there was any general feeling in favor of such a course. With the view of eliciting the opinions of the members, the Committee circulated the letter and asked members to state their views. The result of this enquiry showed that there was an overwhelming majority against the despatch of mails by other than the regular weekly packets, and the few who were in favor of a departure from the existing custom, suggested so many restrictions as would have rendered the change of no practical service. This information the Committee accordingly transmitted to the Postmaster-General.—(*Appendix* V.)

SUGGESTIONS FOR EXTENDING TIME FOR POSTING LETTERS BY THE OUTWARD EUROPEAN MAIL STEAMERS.

In consequence of a representation made to the Chamber asking that arrangements might be made to receive letters for the out-going mails at the Wellington Pier post-office up to 1-45 or 1-50 P.M. with payment of a late fee, the Committee entered into negotiations with the Presidency Postmaster with the result that a notification was issued permitting of letters being posted at the Wellington Pier post-office from 12-30 P.M. to 1-25 P.M. Later than this, the Presidency Postmaster stated it was impossible to accept letters at the Pier as the whole of the interval was requisite for getting the mail bags on board the steamer before her starting time at 2 P.M. As it is still open to post on board the steamer up to the time of her departure, the Committee did not see that there was any necessity for pressing for further concessions.—(*Appendix* W.)

APPOINTMENT OF SIR JAMES FERGUSSON TO THE OFFICE OF POSTMASTER-GENERAL OF ENGLAND.

On the appointment of the Right Hon'ble Sir James Fergusson, Bart., to the Postmaster-Generalship of England, the Committee took the opportunity, when congratulating him—as a former Governor of Bombay—on his accession to the appointment, to point out the discrepancies existing between the reduced rate of letter postage between England and India, and the rates charged for post-cards and newspapers.

Sir James cordially acknowledged the congratulations of the Chamber and stated that it was in contemplation to

substantially reduce the postage on newspapers, books, printed papers, commercial papers and patterns, and that since the Chamber's letter had been written, post-cards had been reduced to 1d. These charges have since come into force, but the Committee regret to learn from a further communication received from Sir James Fergusson that there is no prospect in the immediate future of the letter rate of postage to India being reduced to 1d.—(*Appendix* X.)

REDUCTION OF TELEGRAPHIC CHARGES BETWEEN INDIA AND EUROPE.

In continuation of the correspondence which your Committee of the previous year had with Government, the Chamber availed of a letter from the Government of India, Public Works Department (Telegraphs), handing them extracts of a letter from Colonel H. A. Mallock, late Director-General of Telegraphs—one of the delegates for British India at the Paris International Telegraph Conference—to again address Government on the subject. From the extracts furnished to the Chamber it appeared that the endeavours of the Indian delegates to obtain a reduction in the rates of telegraphy between England and India and *vice versa*, had been productive of no result, the representatives of the Companies concerned alleging "that having regard to heavy losses sustained by the joint purse, owing to the last reduction made in the rates between Europe and India for Indian messages, the Companies cannot incur the risk of any further reduction." This declaration Colonel Mallock stated was supported by a tabular statement,—a copy of which the Committee regretted had not been furnished to the Chamber,—which, while showing a loss of revenue, Colonel Mallock very correctly remarked did not necessarily prove that a reduction in tariff would not increase traffic, as the reduction of tariff in gold had been

counterbalanced by the reduced value of silver, the rupee charge in 1880 and 1885 as the equivalent of 5·60 francs having been Rs. 2-12 as against Rs. 3 as the equivalent of 5 francs per word in 1889. Assuming that the telegrams from India to England were about equal in number to those from England to India, the Committee pointed out that the lower gold price made practically no difference in 1889 in the average cost of telegraphy to mercantile people working with England, and there was, therefore, no inducement to increase the number of words transmitted either way. On the contrary, the prohibitive character of the charge had induced merchants, bankers, and others to minimise their expenses as far as possible by systems of codes and ciphers by means of which they were now able to transmit a greater volume of information than they formerly could, while the use of similar means of communication had also been largely extended between private correspondents through agency firms and others having adopted codes suitable to the requirements of their constituents. The Committee gave it as their opinion that so long as the present scale of rates was maintained by the Companies, the tendency would be more and more to reduce the number of words transmitted, and if the Companies took a proper view of their own interests they would, as the best means of counteracting this tendency and developing the resources of their lines, at once make a very material reduction in the charge. As regards the statement put forward by the Companies, however, that the reduction to a five-franc gold rate had been the means of loss to the joint purse, the Committee of the Chamber begged to observe that it did not necessarily follow a reduction in receipts meant an equivalent loss of profit. Reduced working expenses might largely counterbalance the falling off in receipts, but irrespective of this the alleged loss of revenue did not seem to accord with the last statement made to the shareholders of the

Eastern Telegraph Company which stated that while there had been a falling off of over £5,000 in the receipts from telegrams exchanged with South Africa, and their Egyptian, Greek and Turkish traffic had given them less by £1,000 to £1,500, they had on the other hand an increase of £12,000 in the Indian, trans-Indian, and Spanish traffic. Pointing out that the Companies had for years past paid large dividends to their shareholders in addition to setting aside enormous sums for renewal and maintenance—sums, it was evident, enormously in excess of actual requirments under these heads, and to all appearance merely treated in this way as a means of reducing the apparent profits earned—the Committee stated that in view of the great reduction which was being made in the telegraph charges between England and Australia, they considered the commercial community of India were amply justified in asking for a material concession.

In acknowledging the receipt of this communication the Government of India stated that they would not fail to press for a reduction of the charges in question when any fresh representation to the Telegraph Companies appeared in any degree likely to be successful.

This juncture is unlikely to arrive so long as there is no competition in the field, and your Committee therefore recurred to the subject of an alternative land line connecting the Indian and Russian systems, respecting which they had addressed Government in April 1890. At that time the Government stated they were not prepared to take any

steps towards the construction of the proposed line, but assigned no special reason for this decision. The Committee of the Chamber in re-opening the subject, assumed that the difficulties in the way, so far as the Government of India, were concerned, were mainly of a political character and not owing to any objection on their part to the construction of an additional line of communication or to the furtherance and support of the Chamber's proposal for obtaining a cheaper means of telegraphy. That being so, the Committee took the liberty of suggesting that it might be possible to avoid political objections and difficulties of maintenance by running the line through Beluchistan to connect the Indian system with the Indo-European line in Persia, and they asked to be favored with the views of the Government of India respecting this alternative proposal. In reply, Government stated that, in their opinion, the construction of the line suggested would not effect the desired object, as it would be very costly both to construct and maintain. The Government of India, therefore, were not prepared at present to take any action in regard to the construction of an overland line, but they fully recognised the importance to the commercial community of making the charges for international telegraphy as low as possible, and that the object of reducing the tariff would not be lost sight of.

In expressing the regret with which they learned, that Government were not prepared to take any action for the furtherance of an overland line of telegraphs, the Committee

stated they were glad to perceive that Government fully recognised the importance of making telegraphic charges between India and Europe as low as possible, and as bearing on that subject the Committee respectfully solicited the attention of Government to the last report of the Indo-European Telegraph Company for the six months ending 31st December 1890. As they pointed out, allowing for the enormous initial cost of this undertaking and the excessive expense of working and maintenance, the returns earned showed very clearly that there was not only a fair margin in hand for a reduction in the tariff, but that the working of land lines was not of necessity unprofitable.

To this latter communication the Government of India vouchsafed no reply, and it seems to your Committee that there is very little hope of telegraphic charges being reduced unless the Indian commercial public and those in England interested in Indian affairs, take the matter in hand actively and project an alternative route.—(*Appendix* Y.)

DELAY IN TRANSMISSION OF INLAND TELEGRAMS.

Some few members of the Chamber being apparently under the impression that inland telegrams were not transmitted with the despatch that ought to prevail, asked your Committee to take up the subject. Before doing this with the authorities, however, the Committee addressed a number of members of the Chamber, who received and despatched a

large number of inland telegrams, asking them to keep a record of the time occupied in transmission of the different descriptions of messages for a certain period. Several of the members were good enough to comply with this request but the result showed that there was no such delay as would warrant the Committee preferring a complaint to the telegraph officials.

COTTON.

With the exception of the discussion raised by Mr. H. E. M. James' papers respecting suggested Cotton Frauds legislation, which is dealt with under a separate head, there has been nothing of a special character in connection with the trade calling for the attention of the Chamber during the past year.

The Bombay Cotton Trade Association continues as formerly to control and dispose of all trade references and disputes in a satisfactory manner, and measures have recently been taken by that body to erect offices and an exchange at Colaba which will probably have the effect of locating the trade permanently in that quarter. This step was not taken until a reference to the Port Trust had elicited the information that sufficient land could not be made available for the transfer of the entire trade to Mody Bay, in the neighbourhood of the railway termini and the docks, which would unquestionably be the most suitable position for the cotton market, now that all but a small fraction of the receipts into Bombay are in full pressed bales ready for shipment.

For convenience of reference the subjoined statements showing the receipts into and exports of cotton from Bombay are embodied in the report. The receipts show that although the arrivals of the past season were

smaller by 181,110 bales or 8·09 per cent. than that of 1889-90, they were nevertheless larger by 175,219 bales than the season of 1888-89 and therefore represent, so far as Bombay is concerned, the second largest crop on record :—

(*Receipts into Bombay.*)

Growths.	Season 1888-89.	Season 1889-90.	Season 1890-91.	Percentage Increase or Decrease in 1890-91 as compared with 1889-90.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Dhollera	3,03,545	4,58,981	3,59,000	— 21·78
Broach	1,42,995	2,41,856	1,80,339	— 25·43
Bengals	2,97,797	3,82,232	3,23,950	— 15·24
Berar	4,08,317	4,24,453	3,94,178	— 7·13
Khandeish	2,95,793	2,96,116	4,05,059	+ 36·79
Barsi and Nugger ...	1,70,339	1,63,862	1,55,520	— 5·09
Hingunghat	25,444	27,715	21,824	— 21·25
Compta and Dharwar* .	1,51,235	1,38,431	1,47,000	+ 6·19
Madras and Westerns* .	29,300	21,800	16,400	— 24·77
Sind...	29,100	48,936	33,008	— 32·54
Persian	24,952	30,247	16,086	— 46·81
Other Sorts	810	1,327	2,482	+ 87·03
Total...	18,79,627	22,35,956	20,54,846	— 8·09 Net Decrease

* For 10 months only.

The reports of the Crop of 1891-92 promise a much smaller yield, although possibly not in the same proportion as the receipts of new cotton up to 31st December, as shown below, appear to indicate. The deficiency this season will probably be in Bengals and other early growths while the later varieties are much more promising :—

(*Receipts of new Cotton.*)

Growths.	1891.	1890.	1889.
	F. P. Bales.	F. P. Bales.	F. P. Bales.
Bengals	7,301	65,511	1,39,530
Berar...	16,621	42,242	69,546
Khandeish	28,278	75,446	62,872
Hingunghat	274	6,150	12,025
Total ...	52,474	1,89,349	2,83,973

The distribution of the shipments to Europe during 1891 has been as follows :—

(*Exports from Bombay to Europe.*)

Names of Ports.	1891.			1890.			Increase or Decrease.	Percentages.
	6 months ending 30th June.	6 months ending 31st Dec.	Total for 12 months.	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales	F. P. Bales.	F. P. Bales.	
Liverpool	88,122	6,410	94,532	3,13,854	18,238	3,32,092	—2,37,560	— 71·53
London	5,853	2,596	8,449	10,440	2,153	12,593	4,144	+ 32·90
Hull	220	...	220	210	...	210	10	+ 4·76
Marseilles ..	9,796	1,578	11,374	8,751	3,160	11,911	537	+ 4·50
Havre	81,823	4,219	86,042	1,24,644	3,480	1,27,544	41,502	— 32·53
Dunkirk	47,910	6,101	53,011	44,290	3,775	48,065	4,946	+ 10·29
Antwerp	1,60,789	19,673	1,80,362	2,10,092	27,423	2,37,515	57,153	— 24·06
Ghent	15,600	...	15,600	9,513	...	9,513	6,087	+ 63·98
Amsterdam ..	...	108	108	160	...	160	52	+ 32·50
Bremerhaven ..	9,682	..	...	...	...	...	1,568	—
Bremen	..	535	10,217	18,537	1,568	1,568	8,320	— 44·88
Hamburg	1,67,489	11,610	1,79,099	1,42,555	8,246	18,537	28,298	+ 18·76
Barcelona	15,100	650	15,750	12,250	1,400	1,50,801	2,100	+ 15·38
Genoa	86,847	11,384	1,08,231	1,07,887	17,651	13,650	17,307	+ 13·78
Naples	9,850	3,292	13,142	14,750	6,203	1,25,538	7,811	— 37·27
Venice	53,996	4,717	58,713	75,285	11,304	20,953	27,876	— 32·19
Leghorn	1,910	...	1,910	2,700	...	86,589	790	— 29·25
Trieste	1,61,622	12,645	1,74,267	1,87,166	21,426	2,700	34,325	— 16·45
Piraeus	1,150	20	1,170	700	...	2,08,592	470	+ 67·14
Odessa	12,620	550	13,170	24,930	660	700	12,420	— 48·53
Gothenburg ..	2,000	350	2,350	3,350	400	25,590	1,400	— 37·33
Narkoping	200	...	200	1,100	...	3,750	900	— 81·81
Nykoping	200	...	200	200	...	1,100	...	...
Stockholm	200	...	200	...	...	200	200	...
Christiania ..	100	...	100	...	...	...	100	...
Bergen	..	..	...	50	...	..	50	...
Total ..	9,43,079	85,338	10,28,417	13,12,834	1,27,087	14,39,921	4,11,504 Net Decrease.	— 28·57

The only increase of any moment is in the shipments to Hamburg which seems to be attracting a proportion of the

trade which formerly went *via* Antwerp, the two ports having taken about the same number of bales during the year.

The local consumption by the return of the Millowners' Association issued on 30th June was estimated at 7,62,563 bales per annum, but it can scarcely have been on that scale during the past six months as a limited demand for Yarn in China has led to the adoption of short time for three months by the Bombay Mills, and the restrictions of the new Factory Act which comes into force on 1st January will probably for a time at least reduce the output.

CONFERENCE REGARDING IMPROVEMENT OF COTTON IN BOMBAY.

In connection with the preparation of samples for the Imperial Institute, London, a conference was held in Poona on the 18th and 20th August 1891, when Mr. E. L. Cappel, Dr. T. Cooke, C.I.E., Dr. G. Watt, C.I.E., and Mr. E. Thurston were present. Dr. Watt exhibited a collection of cotton specimens from the Poona College of Science Herbarium, and expressed his opinion that there was even a greater danger in the cultivation of mixed crops of cotton than had been demonstrated by Mr. James in his paper on Cotton Frauds, &c., namely, in the destructive hybridization which takes place. In discussing the Memorandum it was resolved that the first step which might be taken would be the organization of a "Census" of the existing forms of cotton grown in the Bombay Presidency. From such a Census it would be possible to trace out the degenerations or improvements, which may take place in the future.

A Memorandum on cotton experiments and the making of cotton collections for the Imperial Institute was read by Mr. Thurston and is embodied in the Appendix for general information.—(*Appendix* Z.)

DHARWAR COTTON GIN FACTORIES.

By Government Resolution under date of 21st July 1891, it would appear that the endeavours of the Collector of Dharwar to get the Cotton Gins in the Districts taken over by private enterprise have hitherto proved unavailing. With the view to publishing the information on the subject as widely as possible, the Committee handed over a copy of the papers to the Bombay Cotton Trade Association for circulation among its members.—(*Appendix* AA.)

WHEAT.

The acreage under Wheat cultivation in India in 1890-91 was according to Government estimates 26,424,000 or as nearly as possible what is now accepted as the normal area, 26½ millions of acres, but the estimated out-turn was 6,842,000 tons slightly better than the normal figure of 6½ millions of tons. As compared with the two previous seasons, however, both acreage and out-turn showed a considerable improvement, the following being the comparison :—

	Acres.	*Outturn in tons.*
1890-91	26,424,000	6,842,000
1889-90	24,773,000	6,123,000
1888-89	25,911,700	6,362,200

The figures for each province in detail are as follows :—

Provinces.	Normal area for 5 years ending 1889-90.	Area 1889-90.	Area 1890-91.	Normal out-turn for 5 years ending 1889-90.	Out-turn 1889-90.	Out-turn 1890-91.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.
Punjab	6,447,000	6,222,000	7,073,000	1,702,000	1,603,000	2,071,000
North-Western Provinces & Oudh.	4,881,000	4,527,000	5,219,000	1,677,000	1,458,000	1,745,000
Central Provinces.....	4,264,000	4,086,000	4,294,000	925,000	832,000	910,000
Bombay.....	2,608,000	2,446,000	2,375,000	607,000	661,000	553,000
Sind	333,000	469,000	466,000	154,000	171,000	197,000
Berar	867,000	830,000	817,000	116,000	122,000	106,000
Bengal	1,626,000	1,378,000	1,459,000	439,000	371,000	400,000
Rest of India.	5,453,000	4,815,000	4,721,000	959,000	905,000	860,000
Total...	26,479,000	24,773,000	26,424,000	6,579,000	6,123,000	6,842,000

The increase both in area and yield it will be perceived was in the Punjaub and the North-West Provinces where the growing season was more generally favorable than elsewhere.

Favoured by an exceptionally high range of prices in Europe, cheap freights, and low exchange, the exports have been the largest ever known, being as nearly as possible double the average of the two previous seasons and 263,433 tons in excess of 1886 the previous highest on record. As will be seen from the following comparison of exports, Bombay has again secured the lead which had been taken by Karachi during the two previous years, owing no doubt to the opening throughout of the Nagpore-Bengal Railway which had brought in 90,122 tons during the past year as compared with 52,360 tons in 1890 :—

From	1891 Actual.	1890 Actual.	1889 Actual.
	Cwts.	Cwts.	Cwts.
Bombay	1,33,10,857	54,52,881	61,00,879
Calcutta	43,85,832	13,16,179	15,52,742
Karachi	1,02,52,644	66,80,853	68,22,741
Total ..	2,79,49,333	1,34,49,913	1,44,76,362

The coming season scarcely promises so well as last. In the Punjab and the North-West Provinces the high prices ruling at sowing time have led to a considerable increase in acreage, but the late rains have not been all that could be wished and the yield may therefore prove disappointing. In the Bombay Presidency and the Central Provinces the rains have been irregular and deficient, and of hard descriptions more particularly, the production will probably be exceptionally small.

ARRIVALS OF WHEAT INTO BOMBAY DURING THE MONTHS OF APRIL AND MAY 1891.

In response to a telegraphic request from the Secretary to the Government of India, Department of Revenue and Agriculture, the Chamber was able on the 3rd of June, to telegraph the detailed arrivals of wheat into Bombay by rail and sea from the 1st of April to 31st May, and the statement being of considerable interest at that juncture, it was printed and circulated to members. The object of Government, in obtaining these figures was to enable Mr. O'Conor, the Assistant Secretary in the Department of Finance and Commerce, to prepare a valuable review of the course of the wheat trade during the first part of the season 1891, with reference particularly to the effect of the unprecedentedly large exports on the prices and reserve of food grains in the country. For the purposes of future reference, Mr. O'Conor's paper is reproduced in *Appendix* BB.

QUARANTINE.

For the first time during the past two and a half years quarantine was imposed again in Egypt against arrivals from Bombay on the 28th September of this year. The cause of this was the fact of 42 deaths having been reported in the Health report of the city for the week ending 22nd September. As of these deaths, however, 20 took place in the harbour on board men-of-war, and during the succeeding week the number of deaths from cholera had declined to 28, your Committee, acting on representations they had received from the Superintendent of the P. & O. S. N. Company and others interested in the shipping trade, telegraphed to the Government of India protesting against the continuation of quarantine and asking Government to

use their good offices with the Sanitary Authorities in Egypt to have the imposition withdrawn. In confirming this telegram the Committee discussed the position at some length pointing out that the disease was evidently of a sporadic origin and in no way epidemic, the whole of the deaths having been confined to a certain circumscribed locality and to certain well defined classes of the community.

No reply was received from Government until the 14th November and in the interval the death rate from cholera having receded to about a normal level, quarantine had been removed in Egypt on the 15th October.

In further addressing Government in reply to their letter, the Committee stated that in view of the removal of quarantine, they had no desire to refer again to the particular circumstances under which it had been imposed on this occasion, but having learned through the public press that an International Conference was shortly to assemble in Venice with the view of considering the subject of the passage of the Suez Canal by vessels in quarantine, the Chamber trusted that as the subject was one of great importance to the mercantile community of Bombay, the Government of India would be represented thereat. They added, moreover, that they considered the time had now arrived when a vigorous effort ought to be made to free the shipping trade between Bombay and Europe of the absurd restrictions which the Egyptian Sanitary Board had it in their power to impose at any moment, and if greater concessions were not obtainable, they hoped Government would at least be able to secure arrangements by which vessels would be allowed to pass through the Canal without unnecessary detention.

After some delay, a reply was received from Government to the effect that the views of the Chamber were fully shared

by the Government of India, and that steps had been taken for the English and Indian Governments to be duly represented at the Sanitary Conference. Since then the Conference has met, and it appears from the telegraphic reports of its proceedings received that the main points contended for by the Chamber for so many years are to be conceded.—(*Appendix* CC.)

OPINIONS AND DECISIONS OF THE COMMITTEE ON SHIPPING AND OTHER MATTERS.

The following are the opinions and decisions given by the Committee during the year on the more important cases referred to the Chamber :—

Rate of exchange for payment of claim on goods short delivered.—On 17th February, Messrs. Killick, Nixon and Co. asked for the opinion of the Committee as to the rate of exchange to be taken for payment of a claim made on goods short delivered ex s.s. "Niagara" which arrived in Bombay on 25th October 1890 and finished her discharge about the 2nd November. Messrs. Volkart Brothers—with whom the dispute arose —were the consignees of the goods, and contended that payment of their claim should be made at the current rate of exchange ruling on the date Messrs. Killick, Nixon and Co. passed the claim for payment.

The Committee held that Messrs. Volkart Brothers were entitled to be paid at the rate of exchange ruling on the day on which the claim in question was passed by Messrs. Killick, Nixon and Co.

Refusal of Goods on account of inferiority.—Mr. Alex. Schneider having solicited information on 2nd March as to whether there was any rule of the Chamber of Commerce providing that in case of the inferiority of goods ordered

exceeding a certain percentage they could be rejected by dealers, the Committee intimated that no such rule existed in the Chamber.

On 1st May Messrs. Latham and Co. solicited information on the following point :—Can goods which are awarded 10 per cent. or above 10 per cent. allowance for inferiority, inequality, &c., be refused by indentor or buyer? In answer to this the Committee stated that the question whether goods could or could not be rejected in a case where such allowance had been made for inferiority, entirely depended upon the terms of the contract.

Custom of the Port in regard to damaged goods.—Replying to a reference on this subject from the Goods Superintendent, G. I. P. Railway, under date of 17th June, the Committee intimated that the question of damage to or inferiority in goods should be referred to the arbitration of two surveyors, who could, on disagreeing as to their award, appoint an umpire and accept his decision as final. It would be for the arbitrators so appointed to decide whether the damage to or inferiority of the goods was such as to warrant a recommendation that they should be sold by public auction or merely taken with an allowance. The Committee further intimated that there was no custom of trade laying down any specific percentage of damage as warranting a sale by auction on account of the concerned.

Landing charges on Iron.—A native firm of importers having on 30th June solicited an opinion as to whether the charge of Rs. 39-12 made by the Agents of the s.s. "Amphitrite" on a consignment of 201 bars of iron—weighing about 9 tons 4 cwt.—was correct and in accordance with the recognised charges on such goods, the Committee replied that the Chamber had no control over the cost of landing cargo in Bombay, and that therefore

they were unable to take cognisance of the complaint. The writers, however, were informed that the usual scale of landing charges on iron was Re. 1-4 per ton exclusive of Bunder fee.

Weather working days.—On 30th June Messrs. Turner, Morrison & Co. addressed the Chamber asking for an opinion as to whether, in the case of the Charter-party of the s.s. "Accomac" specifying that ten working days are allowed the charterer to load the vessel, charterers, under such a clause, were entitled to claim a very wet day on which no work could be done as *not* a lay day.

The Committee replied that working days under the Charter-party referred to were, according to the custom of the port, considered to exclude days on which a fair amount of work could not be done owing to wet weather, and added that they were prepared to adjudicate upon disputes of this character provided both parties undertook to accept the Chamber's decision as final.

Tonnage Scale for Preserved fish in tins.—On 25th July the Consul for the Netherlands, Bombay, was informed, in reply to his enquiry, that "Preserved Fish in tins," would, in the opinion of the Committee, come under the tonnage scale of 40 cubic feet to the ton.

Allowance on Coal delivered in a wet condition.—The Executive Engineer, Bombay Municipality, having asked for an opinion, under date of 15th September, as to whether there were any rules or trade customs which regulated the allowance to be made to the purchasers of coal which might be delivered in a wet condition, a reply was given that there were no such fixed trade rules, but that the question of an allowance for moisture was one which was usually settled by special arrangement between sellers and buyers.

Tonnage Scale for Bran in bags.—This article having been tested for tonnage by the Committee in September last, enquiries were received from various members of the Chamber as to the scale agreed upon, to which the Committee replied that pending official sanction at a General Meeting of the Chamber, they had decided that Bran in bags of 5 maunds should be taken at 12 cwt. per ton and bags of 4 maunds at 11 cwt. per ton.

Readiness to load under a Charter-Party.—The Karachi Chamber of Commerce addressed the Committee on 19th December, asking for information as to the custom in Bombay in regard to readiness to load under a Charter-Party, the point on which they desired an opinion being as follows :—

"A steamer arrives under charter and the following "clause is in the charter party :—'Lay days are not to "commence, unless at charterers option before the 15th "January 1892, and charterers are to have the right to "cancel the charter should the vessel not be clear and ready "to load, in a seaworthy condition, on or before the 15th "February.'

"The steamer, we will say, arrives at 5 P.M. on the 15th "February in a seaworthy condition with her holds all "clear. At 5 P.M. the offices are all shut and the Captain "cannot get his notice in till the morning of the 16th "February, although his steamer was all clear and "ready to take in cargo seven hours before the 15th "day of February expired. Can charterers cancel the "charter ? "

The Committee in reply forwarded a copy of a decision given by them in 1877 on the point alluded to, which stated that "readiness to load under a Charter-Party meant

"that a steamer must be free of inward cargo and ready to "take in at all the hatches before 5 P.M. of the specified "date,"

The hour of 5 P.M. as fixed in that decision was, the Committee added, based on the fact that the Bombay Custom House closed at that hour.

ARBITRATIONS SUBMITTED TO THE CHAMBER.

The Piece-goods arbitration rules continue to work very satisfactorily, 52 cases having been decided during the year as compared with 39 in the year preceding. One special arbitration only, other than piece-goods, has been submitted to the Chamber during the year for settlement.

OPINIONS ON SAMPLES OF PRODUCE SUBMITTED TO THE CHAMBER.

The Superintendent of the Khandeish Experimental Farm at Bhadgaum having submitted to the Chamber on 21st March 9 samples of Cotton grown by him with a request for opinion as to quality, staple and market value; also information as to which of the samples forwarded it would be advisiable to encourage the cultivation of in the Bombay Presidency, the Committee, after consulting the Bombay Cotton Trade Association on the subject replied as follows :—

1. Superfine.—"Bilatee," creamy color, poor staple, value, Rs. 165, per Candy.

2. Fine; silky staple, creamy color, value, Rs. 190.

3. Fine; staple rather rough and somewhat irregular; value, Rs. 190.

4. Fine.—The best sample sent; silky; value, Rs. 200.

5. Fine.—Value, Rs. 195; less silky than No 4.

6. Fine.—Value, Rs. 190; a little rough.

7. *Hingunghaut from Central Provinces.*—Fully-Good to Fine; good staple; very nice style of cotton; value, Rs. 190.

8. Hingunghaut Buni Fully-Good to Fine; staple rather irregular, value, Rs. 185.

9. Jari—Barely fully-good, very good staple, but badly prepared; black leaf and gritty; value, Rs. 185.

In the opinion of the Committee the growing of No. 4, No. 7 and No. 9 ought to be encouraged by Government as much as possible, and the Superintendent was informed accordingly.

With reference to the opinions obtained by the Chamber in 1890 for Government on certain samples of Aloe Fibre grown on the Somali Coast, the Bombay Government addressed the Committee on 26th August intimating that a test consignment (weighing about 420 lbs.), of the fibre in question, had been received in Bombay and enquiring whether the Chamber would again assist Government in procuring an opinion as to its value by the sale of the consignment in either London or Liverpool. The Bombay Company, Limited, who were good enough to obtain reports on the samples previously submitted, took charge of the consignment, and forwarded same to their home friends with the view of having the fibre disposed

of to the best possible advantage. The reports subsequently received from them—which have been communicated to the local Government—were as follows :—

Report from Liverpool :—

2 Bales—" *Nominally* £14 at £15 per ton. No " material difference between the 2 sample bales. " All very nice color and good strength and clean, " part fairly straight and free fibre and part " twisted and towzled which is against it.

" This seems a very saleable article *if once introduced,* " but the present time is not very propitious on " account of the low prices current for white " fibres, such as Sisal (£20 to £21) and Manila " Hemp (£28-10-0).

" It would be better packed in 400 lbs. bales same as " Jute, with iron bands.

" We shall endeavour to sell the 2 bales by auction, " though it will be difficult to realise a fair price " for such a small quantity."

Report from London :—

" We have to advise the sale of the 2 packages per " Sullamut " at £16 10s. per ton. Our London " brokers valued the parcel at about the same " price, and it is pretty evident that in larger " quantities this article would meet with a ready " sale and possibly some improvement in price " would be obtained as the article became better " known. Prices however would of course be " governed by fluctuations in values of Manila and " Sisal Hemp which are at present rather low."

Extract from a letter since received from The Bombay Co.'s Liverpool brokers :—

"This fibre compares favorably with the many new "types we see from various countries, which are "frequently either too poor in color, or too short, "brittle and full of pith. Yours is of good "strength, very nice color and length, but your "friends should avoid twisting it which occasions "extra labor and expense in working. The "present packages were unwieldy but doubtless "exceptional, and we advise 400 lbs. bales with "iron bands as the most handy and suitable.

"The rate of charges too would come lighter in "proportion on a larger parcel. If the price "recently obtained pays your friends they could "almost safely reckon thereon—Sisal, Manila "and such Hemps being now at low values and "improvement in those would naturally affect this."

In September last the Director of Land Records and Agriculture, Bombay, submitted to the Chamber a report on the experiments made by him on a consignment of manure which had been received by the Chamber in the previous year from the Patent Silicate Manure Company of Hemel Hempstead, for the purpose of having it tested on land in India. The Director reported that the manure had been tried on irrigated wheat sown in black cotton soil, two one-acre plots having been selected for the experiment in two different fields and 5 cwts. of the Manure applied to each of the plots, but that it was not found to produce any appreciable effect either in the appearance or in the yield of the crop. This report was duly forwarded to the Patent Silicate Manure Company with an intimation that should they desire to have any further experiments made with the article they should communicate direct with the Director of Agriculture on the subject.

STOWAGE OF NITRIC AND SULPHURIC ACIDS IN BUNKERS OR RESERVE HATCHES OF STEAMERS.

In continuation of correspondence in the previous year, the Port Trust addressed the Chamber in March last, with copies of reports and correspondence respecting the danger of stowing Nitric and Sulphuric Acids in the reserve hatches or bunkers of steamers, stating that notwithstanding the steps taken previously to stop the practice a large consignment of acid had been brought in the bunker hatch of a steamer.

Before replying to this communication, the Committee made enquiries regarding the special occurrence in question, and from the information obtained they were led to believe that the breakages of jars and consequent leakage of the contents in this and also previous instances of a similar nature arose not from the manner of stowage on board, but from the mode of handling after landing, by which the cases were placed wrong side up on the quay. This opinion they communicated to the Port Trustees, and intimated that in their opinion if steps were taken to prevent rough usage in handling, there was every reason to believe, looking to the great care exercised in packing, that Sulphuric and Nitric Acids might be imported, landed and delivered quite safely.

The Port Trustees replied contesting the view expressed by the Committee of the Chamber, and eventually the Committee again addressed the Trustees intimating that while they hoped the representations made by the Trust would tend to induce steamship owners to take every care in the stowage and handling of acids, it would nevertheless be beyond the scope of the Chamber to endeavour to interfere in the slightest degree with the rights of shipowners to stow and arrange their cargo as to them might seem best.—(*Appendix* DD.)

OPENING OF THE MEREWETHER DRY DOCK.

The Graving Dock belonging to the Bombay Port Trust and known by the name of the Merewether Dry Dock, was opened by His Excellency Lord Harris, on Tuesday, 3rd March, and since then has been extensively used for the purposes for which it was constructed, namely, the repair and cleaning of vessels. In all 75 ships have been docked since the opening, showing that it is likely to prove of great service to vessels frequenting the Port. (*Appendix* **EE.**)

IMPROVED CONVENIENCES FOR THE EMBARKATION AND DISEMBARKATION OF PASSENGERS IN BOMBAY HARBOUR.

In continuation of the correspondence which the Chamber had with the Port Trust on this subject during the previous year, your Committee again addressed the Trustees in June last, asking what decision they had arrived at regarding the representations made by the Chamber for the improvement of landing appliances in the Harbour, and saying also that the Committee would feel obliged by being allowed to inspect the designs for the pavilion at the end of the Apollo Bunder, which they understood had already been prepared and discussed by the Trustees.

In response to this the Port Trustees stated that they had had under consideration various schemes for the construction on Mody Bay of a pier of some length, but the estimated cost in every case was so very large that the Board did not think the advantages to be derived would be such as would compensate for the very heavy expenditure. Their intention was accordingly to construct, at an estimated cost of Rs. 10,625, a short pier 50 feet in length and provided with suitable landing steps, in continuation of the Ballard Road, and close to the new offices

of the Port Trust on Mody Bay Estate. This pier the Trustees considered would answer all ordinary purposes, and the design was such that it could be prolonged if it was afterwards found to be desirable. They further stated that when the Government Wet Basin Works were completed, the Port Trust landing place at the Custom House Bunder would be greatly improved, with six feet of water at low water spring tides, convenient flights of steps, &c., which would make it of much greater use to the public than formerly. The Trustees at the same time forwarded for the inspection of the Committee a drawing of the pavilion proposed to be erected at the Apollo Pier at a cost of Rs. 15,000, and also a model of the Pier showing the proposed pavilion in position.

After a careful inspection of the plan and model the Committee returned them to the Trustees with some suggestions towards their improvement. But as regards the suggested Pier on the Mody Bay Estate in continuation of the Ballard Road, the Committee expressed the regret with which they learned that the Trustees had not taken more important steps towards the improvement of the accommodation for passengers as originally suggested by the Chamber in July 1890; and stated, also that pending the completion of the Custom House Bunder and fuller information as to what accommodation the alterations there would afford, the Committee refrained for the time being from dealing with the matter further.

Two months later, by the kind permission of Colonel W. Merriman, R.E., C.I.E., and accompanied by the Executive Engineer in charge of the works—Captain Porter, R.E.,—the Committee made an inspection of the work in progress at the Government Wet Basin and the new Custom House Bunder. As the result of their observations on the spot they again addressed the Port Trustees

giving it as their opinion that the alterations being effected could be much improved at a very slight additional expense by the widening of the steps which were to be built in the Arsenal Basin and the improvement of the means of approach for the public either through the Custom House or by means of the Import or Export Gateways. The Port Trustees, however, after a reconsideration of the subject, stated that they did not see their way to adopting the Chamber's suggestions either respecting the Pavilion on the Apollo Bunder or the landing place at the Custom House. For the present therefore it would appear that Bombay is to remain, as it has been for many years past, a port very deficient in modern appliances for the landing and embarkation of passengers.—(*Appendix* FF.)

FORMS OF BILLS OF LADING IN USE IN BOMBAY.

In compliance with a request received from Mr. Eugene Leggett, author of a Treatise on the law of Bills of Lading, the Committee of the Chamber forwarded to him copies of all the forms of Bills of Lading in use by the leading-lines of steamers trading to Bombay, for the purpose of including the same in a new edition of his book. At the same time the Committee gave it as their opinion that the publication of such forms would be of doubtful value, as they are subject to so many frequent changes and alterations.

At the close of the official year a member of the Chamber submitted to the Committee a form of Bill of Lading which from its heading "Eastern Trade Bill of Lading homewards, via Suez Canal," seemed to purport to be similar to the form at one time in use under the sanction of the Chamber, although containing many clauses differing from the original form.

In reply to the enquiry for the opinion of the Committee regarding the use of a form so headed the Committee stated that they considered it decidedly undesirable owing to the great variation in terms of Bills of Lading now in use in Bombay. No firm should describe their particular form as the "Eastern Trade Bill of Lading homewards," that heading being likely to convey to shippers the idea that the form is the same as that previously sanctioned by the Chamber. As, however, the Chamber has formally withdrawn its sanction to the Eastern trade form and the members of the Chamber and shippers generally are well aware of this withdrawal, the Committee did not see that they were in a position to take any definite steps with respect to the Bill of Lading submitted.—(*Appendix* GG.)

COMMERCIAL EDUCATION SCHEME OF THE LONDON CHAMBER OF COMMERCE.

In May last, the Directors of the London Chamber of Commerce forwarded to this Chamber the papers in connection with their Commercial Education Scheme, suggesting an experiment being tried in Bombay similar to the local examinations held under the auspices of the London Chamber in England.

In replying to the communication of the London Chamber, the Committee stated that the scheme was not one which they felt disposed to attempt in Bombay, as it contemplated dealing with an educated class which apart from the University system of education was practically non-existent in Bombay. They, however, handed the papers to the Director of Public Instruction, Bombay, and through that official the attention of the promoters of the Byramjee Jejeebhoy Parsee Charitable Institution was called to the

scheme. The Managing Trustee of that Institution communicated with the Chamber, and at his request the Committee obtained from the London Chamber of Commerce further and more detailed information regarding the subject.—(*Appendix* HH.)

SAMPLES OF ECONOMIC PRODUCTS FOR THE IMPERIAL INSTITUTE.

In accordance with the request conveyed through the Honorary Secretary, Indian Museum, Calcutta, your Committee had prepared special samples of cotton and wheat for transmission to the Imperial Institute, London, with duplicates for the use of the Indian Museum, Calcutta. It is in contemplation to make a much more extensive collection of samples of Indian cotton for the Imperial Institute at a future date, and your Committee have undertaken, when called upon, to give all the assistance possible in collecting and arranging these samples.—(*Appendix* II.)

SECOND CONGRESS OF THE CHAMBERS OF COMMERCE OF THE EMPIRE, 1892.

Under the auspices of the London Chamber of Commerce, a Second Congress of the Chambers of Commerce of the Empire will be held in London during the year 1892. Your Committee having been requested to nominate delegates to the Congress, have invited Sir Frank Forbes Adam, C.I.E., and Mr. John K. Bythell to represent the Bombay Chamber on the occasion, and both gentlemen have accepted the nomination. It has now been decided to open the Congress in the month of June, when the following subjects will be brought up for discussion :—

1. Commercial relations of the Mother Country with her Colonies and Possessions, with special regard

to the renewal of European Treaties, and recent commercial legislation in the United States.

2. Boards of Conciliation for Labour Disputes.

3. The Codification of the Commercial Law of the Empire.

4. Imperial Registration of Trade Marks, and the adoption throughout the Empire of the Merchandise Marks Act.

5. Bills of Lading Reform.

6. Factory Legislation throughout the Empire.

7. Commercial Education, including the Scheme initiated by the London Chamber of Commerce.

8. Emigration and Colonisation.

9. The necessity of an Imperial system of Decima Currency Weights and Measures.

10. An Imperial System of Penny Postage.

11. Direct Telegraphic communication throughout the Empire.—(*Appendix* JJ.)

REPRESENTATIVES OF THE CHAMBER ON THE MUNICIPAL CORPORATION.

The triennial election of Councillors in accordance with the provisions of the City of Bombay Municipal Act, 1888, takes place between the 18th of January and 19th February 1892, the date fixed by the Municipal Commissioner for the election of two representatives of the Chamber under the Act, being Monday, the 1st February. The Committee have accordingly issued the usual notification to members of the Chamber, intimating that, under the rules framed, the names of candidates should be sent in to the Secretary by the 26th January.

ELECTION OF TRUSTEES OF THE PORT OF BOMBAY.

The balloting for two Elective Trustees of the Port of Bombay in place of Mr. A. F. Beaufort and Mr. M. C. Turner—whose term of office under the Port Trust Act expired on 31st March 1891—took place in the rooms of the Chamber on the 10th and 11th of the same month, and resulted in the re-election of Mr. Beaufort and the appointment of the Hon'ble Mr. L. R. W. Forrest.

Mr. H. W. Uloth having been granted six months leave of absence (subsequently extended to nine months) from Trustees Meetings, the usual balloting took place on 5th May for a gentleman to act in his place and resulted in the election of Mr. M. C. Turner.

REPRESENTATIVES OF THE CHAMBER ON THE COUNCIL OF THE IMPERIAL INSTITUTE, LONDON.

The Government of India having, at the desire of the India Office, requested the Chamber to nominate one or two gentlemen, resident in England, to represent the Chamber on the Indian Section Council of the Imperial Institute in London, the Committee communicated the names of Sir Frank Forbes Adam, C.I.E., of Messrs. Graham and Co., Manchester, and Mr. James Thorburn, of Messrs. Forbes, Forbes and Co., London. The former gentleman has since been appointed.—(*Appendix* KK.)

CONGRESS OF HYGIENE AND DEMOGRAPHY.

The Chamber was represented at the Congress of Hygiene and Demography held in London in August last, by Sir Frank Forbes Adam, C.I.E. The only question discussed of practical interest to the Chamber was that of quarantine, but as the discussion on that subject was entirely of a scientific character, the representative of the Chamber did not feel it necessary to take an active part therein.—(*Appendix* LL.)

CLOSING OF THE STAMP OFFICE DURING THE CHRISTMAS AND NEW YEAR HOLIDAYS.

In consequence of a representation received from one of the members of the Chamber, the Committee addressed the Superintendent of Stamps, in Bombay, with reference to the closing of this office for the Christmas and New Year holidays, from the 24th December to the 2nd January inclusive. Pointing out the inconvenience experienced, especially by people wishing to get Charter-Parties and other documents requiring impressed stamps executed, the Committee suggested that in future arrangements should be made to open the office for at least one day between Christmas and the New Year. To this suggestion Mr. J. M. Campbell, C.S., C.I.E., Acting Superintendent of Stamps, courteously acceded, intimating that had he been aware of the inconvenience likely to result from the office being closed during the entire period of the Government holidays, he would have made early arrangements to prevent any inconvenience to the mercantile community.—(*Appendix* MM.)

BOMBAY PORT TRUST BUDGET ESTIMATES.

As a matter closely affecting the interests of the mercantile community, the Committee have carefully scrutinized the annual Budget Estimates of the Bombay Port Trust, but in this year, as in the preceding, they have not found any reason for special criticism, nor do the prospects of the coming season warrant any movement for reduction in rates.—(*Appendix* **NN**.)

PROPOSED ESTABLISHMENT OF A TRADE MUSEUM IN BOMBAY.

In response to a reference from the President of the Municipal Corporation in November last, the Committee of the Chamber stated that, adhering to the former decision of the Chamber, they did not advocate the establishment of a trade museum in Bombay, nor would they, on behalf of this Chamber, be prepared to contribute in any way to the cost of establishing or maintaining the same.—(*Appendix* **OO**.)

EXHIBITIONS.

The Chamber was invited to be represented at the Bremen Agricultural Exhibition in June last, and at an Exhibition of Pottery, Stone, and Cement-ware, as also of machinery and tools at Buda-Pesth in May; but to neither of these did the Committee consider it necessary that the Chamber should send contributions. An invitation was also received from the projectors of an exhibition to be held at Kimberley, South Africa, in September 1892, with regard to which the Committee considered all that it was necessary to do was to publish the preliminary prospectus in the daily papers. With respect to the World's Columbian Exhibition to be held in Chicago, U. S. A., in the year 1893, it will be for the next Committee to decide whether Exhibits should go forward from the Chamber.

TRADE RETURNS OF THE COAST PORTS BETWEEN CALICUT AND BOMBAY.

Thrqugh the courtesy of the Agent of the Southern Mahratta Railway Company, Limited, the Chamber was favored in July last, with copies of the Summaries of Export and Import trade returns of the Coast ports between Calicut and Bombay, excluding Marmagoa, for the year 1889 and the six months ending 30th June 1890. These returns (which are available to members at the rooms of the Chamber) had been compiled by a special establishment entertained by the Company for the purpose at the various Custom Houses along the Coast, but as the expense involved in their compilation was very great the Railway authorities, under instructions from their Board of Directors in England, discontinued the publication of further returns after June 1890.

ENHANCEMENT OF DUTIES ON GINGELLY AND KERNELS SHIPPED FROM PONDICHERRY.

During the last weeks of the year, the Chamber's attention was called to the action which the French Government had in contemplation in regard to the enhancement of Customs duties on Gingelly and Groundnuts exported from other than French ports. The bulk of the exports from India of this article is grown in English territory, but is shipped partly from the Madras Coast and partly from Bombay, and the result of the enhancement of the duty in the manner suggested would probably have been to transfer practically the entire trade to Pondicherry.

In the absence, however, of any reliable official information on the subject, the Committee did not deem it advisable to take any definite action in the matter at the time and later information shows that the change is not likely to take place.—(*Appendix* PP.)

REFUND OF TOWN DUTY ON GRAIN AND FLOUR EXPORTED FROM BOMBAY.

In March last, the Municipal Commissioner of Bombay referred to the Chamber for information as to when it would be fair to grant refunds of town duty at the enhanced rate of 4 annas per candy, which would come into force with the beginning of the official year from 1st April.

In reply, the Committee gave it as their opinion that the enhanced rates should be granted on all grain and flour exported on or after Monday, 6th April 1891, their reason for fixing such a short interval being that stocks of wheat were at the time almost exhausted, and that any export of wheat or flour after 1st April would therefore be almost entirely of new crop imported into the city from that date.—(*Appendix* QQ.)

HOLIDAYS FOR THE YEAR 1892.

The Special Committee annually appointed by Government to fix the Holidays under the Negotiable Instruments Act, met in the rooms of the Chamber in December last, and the list prepared by them for the year 1892 was submitted for the approval of Government in the usual way. All the holidays suggested were approved of with the exception of the Queen's Birthday—fixed by the Committee for the 24th May—which it was intimated by H. E. the Governor in Council would be notified hereafter under the Act on such date as might be fixed by the Governor General in Council.

The list of holidays has accordingly, with this exception, been printed and copies distributed among the members of the Chamber and the public generally, but at the same time the Committee took the liberty of pointing out to Government that the object of fixing these holidays by means of a Committee at the beginning of the year was to avoid any uncertainty as to the dates of holidays, and during the busiest season of the year when the Queen's birthday occurred, it was very undesirable that the day should not be fixed at the same time as the other holidays under the

Act. The Committee further stated that the holidays under the Negotiable Instruments Act had already been published for Bengal notifying the Queen's birthday to be observed on 24th May as originally fixed by the holiday Committee here, and it seemed peculiar therefore that there should be any difficulty on the part of Government in settling the matter on this side.—(*Appendix* RR.)

THE TONNAGE SCALE.

At the request of several members of the Chamber the Committee had the article Bran in bags tested in the usual way at the godowns of Messrs. Ralli Brothers, Carnac Bunder; and at the forthcoming Annual General Meeting the Committee will suggest that the tonnage scale for pressed Bran in bags be passed at 12 cwt. to the steamer ton and unpressed at 11 cwt. Pressed Bran to be understood as not less than 5 maunds (of 28 lb.) in a bag of 45 × 26 inches.

NOTE ON INDIAN FIBRES.

In the Appendix will be found an interesting report made by Messrs. Ide and Christie to the Director of the Royal Gardens, Kew, on a selection from the collection of Indian Fibres presented to the Kew Museum by the Government of India.—(*Appendix* SS.)

ADMINISTRATION OF THE METEOROLOGICAL DEPARTMENT.

In the Appendix will be found the Resolution of the Government of India in the Revenue and Agricultural Department, reviewing the Annual Report on the Administration of the Meteorological Department for the year 1890-91. From this document it is satisfactory to learn that a remarkable advance has been made in the collection of Meteorological data both at Calcutta and Bombay, and that arrangements are soon to be made to publish more satisfactory weather-charts of the Arabian Sea and Bay of Bengal. The Government of India are at the same time

pleased to learn that the weather and crops reports for Bombay have given satisfaction to the Mercantile and Marine Community of the Port, and in this connection it may be mentioned that the telegraphic weather and crop reports from the various cotton producing centres in India have been regularly supplied and published bi-weekly by the Meteorological Reporter for Western India, in the daily weather chart published from his office in co-operation with the Chamber and the Port Trust.—(*Appendix* TT.)

PORTRAIT OF SIR FRANK FORBES ADAM, C.I.E.

The portrait of Sir Frank Forbes Adam, C.I.E., painted for the Chamber, after having been exhibited—by the special request of the painter, Mr. John Shannon—at the Royal Academy last season, has now arrived in Bombay and will be exhibited at the Bombay Art Exhibition in February next, before being finally fixed in the rooms of the Chamber.

RULES OF BUSINESS OBSERVED BY THE EXCHANGE BANKS.

The Exchange Banks doing business in Bombay having on the 1st December last, agreed to certain rules of business, a copy of same, for the purpose of reference is given in *Appendix* UU.

VALUATION OF IMPORTS AND EXPORTS IN INDIA.

In compliance with a letter from the Government of India forwarded through the Revenue Department of the Bombay Government, the Committee circulated to members and published in the press extracts from a despatch from Her Majesty's Secretary of State for India on the subject of the system of valuing imports and exports, respecting which it is desirable that the greatest care should be observed if the statistics of trade published by Government are to be of any value.—(*Appendix* VV.)

JOINT STOCK COMPANIES.

A list of the Companies which have been registered during the year 1891 is given below :—

NAMES.	Nominal amount of Capital.
	Rs.
Ahmedabad Soap Manufacturing Company, Limited ...	10,000
Ahmednagar Imarat Company, Limited	80,000
Akote Cotton Ginning and Pressing Company, Limited..	1,00,000
Bhawnagar Insurance Company, Limited	7,50,000
Champion Lode Exploration Syndicate, Limited	50,000
Eurasian and Anglo-Indian Printing Press Company, Limited	20,000
Guzerat Photographic Company, Limited	10,000
Hyderabad (Deccan) Flour and Oil Mills Company, Limited	1,00,000
Indo-British Trading and Banking Corporation, Limited.	5,00,000
Malir Agricultural Company, Limited.....	20,000
Marmagoa Trading Company, Limited	50,000
Midland Press and Manufacturing Company, Limited ...	1,00,000
Mody Bay Iron Works Company, Limited	1,00,000
New Mofussil Company, Limited	12,50,000
Poona Metal Manufacturing Company, Limited.....	50,000
Ramchandra Nursey Ginning and Manufacturing Company, Limited	25,000
Surat City Press Company, Limited	75,000
Union Flour Mills, Limited	4,00,000
Universal Tobacco Company, Limited	50,000

It is a noteworthy fact and indicative of the condition of the trade that the above list does not include the name of any new Cotton Spinning and Weaving Company.

STATISTICAL STATEMENTS.

A list of the quotations of exchange, freight, prices of principal articles of import and export as also the weekly imports and exports of Silver compiled from the quotations issued weekly by the Committee during the year 1891, together with statements showing the quantity and value of the principal articles of merchandize exported from and imported into Bombay and all India during the same period, will be found in *Appendix* WW.

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. and B. B. and C. I. R. Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and packages Measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	..
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891	2,012,900	39,533	23,402	16,131	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last fourteen years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0
1st ,, to ,, 1891	227,583	14,223 15 0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their ackowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st January to 31st December 1891.

Dr. **Cr.**

To		Amount.		By		Amount.	
		Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.
Rent ..... Rs.	3,120 0 0			By balance on 31st December 1890		....	73,211 5 5
Less amount charged to Millowners' Association ,,	720 0 0	2,400 0 0		Subscriptions		11,745 0 0	
Printing—				Publications		14,048 9 11	
Miscellaneous Papers ..... Rs.	621 12 6						
Annual Report for 1890 ... ,,	2,139 0 0	2,760 12 0		Measurement Fee Account—			
Advertisements		201 0 9		Measurement Fee Receipts.. Rs.	39,533 8 3		
Newspapers and Books		933 11 1		Less salaries to measurers, calliper men, &c..... ,,	23,402 2 11		
Office Salaries, Postage and Receipt Stamps' Petty Charges, &c.		13,718 0 10				16,131 5 4	
Telegrams, Stationery, and cost of Crop and Weather reports		2,699 2 0		Interest on Fixed Deposits and on Government paper		8,486 1 4	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery ..... Rs.	10,986 12 6			Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.		172 15 8	
Printing Do..... ,,	13,550 0 0	24,536 12 6		Millowners' Contribution to the Chamber's Statistical Department		1,200 0 0	
Millowners' Association Establishment, Wages for Clerks and Sepoy		1,098 0 0		Balance of receipts over expenditure on Arbitration Fees		305 0 0	
Auditor's Fee for the year ending 31st December 1891		100 0 0		Profit realised by the sale of 4 % Government Paper for Rs. 5,000		676 0 0	
Telephone Company from 1st March 1891 to 28th February 1892		200 0 0					
			43,647 7 2				47,765 0 3

Funds of the Chamber as under:—						
Fixed Deposit Receipts of the Agra Bank, Ld., bearing interest at 5 per cent. per annum	30,000 0 0					
Do. of the New Oriental Bank Corporation, Ld., at 5 per cent. per annum	22,000 0 0					
Do. of the Chartered Bank of India, Australia and China, at 5 per cent. per annum	10,000 0 0					
Do. of the Hongkong and Shanghai Banking Corporation @ 4½ per cent. per annum	10,000 0 0					
Bank of Bombay Current Deposit account	3,607 1 6					
Cash in hand	125 0 0					
	75,732 1 6					
Amount due to the Chamber for subscriptions, publications, &c., for December 1891, not recovered	2,178 8 0					
	77,910 9 6					
Less wages, &c., for December, unpaid	5,581 11 0		72,328 14 6			
Total Rs.	.....		1,20,976 5 8	Total Rs.	.....	1,20,976 5 8

Examined and found correct,

N. S. SYMONS,

Auditor.

Bombay, 26th January 1892.

APPENDIX B.

BILL TO AMEND THE INDIAN MERCHANT SHIPPING ACT OF 1880.

No. 4 OF 1891.

MARINE DEPARTMENT,
BOMBAY CASTLE, *3rd January* 1891.

From the SECRETARY to GOVERNMENT to the CHAIRMAN, Bombay Chamber of Commerce.

SIR,—I am directed to forward herewith copy of a Bill to amend Act VII. of 1880 and its Statement of Objects and Reasons, and to request that you will have the goodness to favor Government by an early date with the opinion of the Chamber on the provisions of the Bill.—I have, &c.,

B. H. POTTINGER, Major General,
Secretary to Government.

A BILL TO AMEND THE INDIAN MERCHANT SPIPPING ACT, 1880.

WHEREAS it is expedient to amend and add to the provisions of Chapter II. of the Indian Merchant Shipping Act, 1880, respecting Unseaworthy and Unsafe Ships; It is hereby enacted as follows:—

Title and commencement.

1. (1) This Act may be called the Deck and Load Lines Act, 1891: and

(2) It shall come into force on the ninth day of June, 1891.

Addition to section 4, Act VII., 1880.

2. To section 4 of the Indian Merchant Shipping Act, 1880, the following shall be added, namely:—

"'Amidships' means the middle of the length of the load waterline as measured from the fore side of the stem to the aft side of the stern-post."

Substitution of new sections for sections 33 to 43, Act VII., 1880.

3. For sections 33 to 43, both inclusive, of the Indian Merchant Shipping Act, 1880, the following sections shall be substituted, namely:—

Deck and Load-lines.

Marking of deck-lines.

33. (1) Every British Indian ship shall be permanently and conspicuously marked outside with lines of not less than twelve inches in length and one inch in breadth painted longitudinally on each side amidships, or as near thereto as is practicable, and indicating the position of each deck which is above water.

(2) The upper edge of each of these lines shall be level with the upper side of the deck-plank next the waterway at the place of marking.

(3) The lines shall be white or yellow on a dark ground, or black on a light ground.

Marking of load-lines in case of vessels which are not coasting vessels.

34. (1) The master of every British ship not being a coasting-vessel within the meaning of the Sea Customs Act, 1878, shall, before his ship is entered outwards from any port in British India upon any voyage, or if that is not practicable, as soon after as may be, mark outside upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.

(2) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of this Chapter or of the Merchant Shipping Act, 1876, as may be approved by the Local Government, and shall indicate the maximum load-line in perfectly smooth salt water to which it shall be lawful to load the ship.

(3) When a ship has been marked as by this section required, she shall be kept so marked until she next returns to a port of discharge in British India or arrives at a port in the United Kingdom.

Statement in application to Customs-officer for entry outwards of such vessel as aforesaid.

35. (1) The person applying for entry of any such ship outwards shall insert, in the form of application made to the Customs-collector, a statement in writing of the distance in feet and inches between the centre of such disc and the upper edge of each of the lines indicating the position of the ship's decks which is above such centre; and if default is made in delivering this statement, the Customs-collector may refuse to enter the ship outwards.

Copy of such statement to be entered in agreement with the crew and in log-book

(2) A copy of this statement shall be entered in the agreement with the crew before it is signed by any member of the crew; and a shipping-master shall not proceed with the engagement of the crew until this entry is made.

(3) The master shall enter a copy of this statement in the official log-book (if any).

Making of load-lines in case of coasting-vessels.

36. (1) The master of every British ship which is a coasting vessel within the meaning of the Sea Customs Act, 1878, shall, before proceeding to sea from any port, mark outside upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.

(2) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of this Chapter or of the Merchant Shipping Act, 1876, as may be approved by the Local Government, and shall indicate the mixiumum load-line in perfectly smooth salt water to which it shall be lawful to load the ship.

(3) When a ship has been marked as required by this section, she shall be kept so marked until notice is given of an alteration.

Annual statement as to position of load-line on coasting vessel.

37. (1) The master of every such ship shall also once in every twelve months, immediately before the ship proceeds to sea, send or deliver to the Collector, or other principal officer of Customs of such port as the Local Government may, from time to time, appoint in this behalf, a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.

(2) The master, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the Collector or other principal officer of Customs aforesaid notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.

(3) If default is made in sending or delivering any notice or statement required by this section to be sent or delivered, the master shall be punished with fine which may extend to one thousand rupees.

Modification of certain foregoing provisions.

38. The foregoing provisions of this Chapter with respect to deck and load-lines are subject to the provisions of the two next following sections.

Position of disc and approval of and certificate as to position thereof.

39. (1) The position of the disc mentioned in section 34 and section 36 shall be fixed in accordance with the tables framed by the Load-line Committee appointed in the United Kingdom before the passing of the Merchant Shipping Act, 1890, subject to such allowance as may be made necessary by any difference between the position of the deck-line marked under the provisions of this Chapter or of the Merchant Shipping Act, 1876, and the position of the line from which free-board is measured under the said tables, and subject also to such modifications, if any, of the tables and the application thereof as may from time to time, with the previous approval of the Governor General in Council, be sanctioned by the Local Government.

(2) The Local Government shall appoint either a Surveyor employed by Lloyds' Register of British and Foreign Shipping, or an officer specially selected by the Local Government for the purpose, to approve and certify on its behalf from time to time the position of any such disc as aforesaid, and any alteration thereof, and may fix fees to be taken in respect of any such approval or certificate.

Rules.

40. (1) The Local Government may from time to time make rules—

(*a*) determining the lines or marks to be used in connection with any such disc as aforesaid, in order to indicate the maximum load-line under different circumstances and at different seasons, and declaring that the provisions of this Chapter are to have effect as if any such line were drawn through the centre of the disc;

(*b*) as to the mode in which the disc and the lines or marks to be used in connection therewith are to be marked or affixed on the ship, whether by painting, cutting, or otherwise ;

(*c*) as to the mode of application for, and form of, certificates under this Chapter ; and

(*d*) requiring the entry of such certificates, and other particulars as to the draught of water and freeboard of the ship, in the official log (if any) of the ship, or other publication thereof on board the ship, and as to delivering copies of such entries.

(2) All such rules shall, while in force, have effect as if enacted by this Act.

Penalty for neglecting to mark, or submerging load-line.

41. Any master of a ship who neglects to cause his ship to be marked as by this Chapter required, or to keep her so marked, or who allows the ship to be so loaded that when in perfectly smooth salt-water the centre of the disc is submerged,

and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate, any of the lines or marks prescribed by or under this Chapter, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy,

shall be punished for each such offence with fine which may extend to one thousand rupees.

Penalty on master for having misleading marks.

42. If any of the lines or marks prescribed by or under this Chapter is in any respect inaccurate so as to be likely to mislead, the master of the ship shall be punished with fine which may extend to one thousand rupees.

Saving of ships marked in the United Kingdom.

43. The provisions of this Chapter as to load-lines shall not apply to ships coming from ports in the United Kingdom and marked with such lines in accordance with the provisions of the law for the time being there in force."

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to apply to British India (subject to the exceptions set forth in Act VII. of 1880, sections 3 and 43) those provisions of the Statute 53 Vict., cap. 9, sections 1 and 2, respecting load-lines, which apply to ships about to enter outwards from ports in the United Kingdom and to ships employed in the coasting trade on the coasts of that Kingdom.

2. A copy of the Statute, of the tables framed by the Load Line Committee in 1885, of the Report of that Committee, and of the Instructions issued by the Board of Trade to Officers in British Possessions abroad (including the regulations made by the Board of Trade under the Statute) is appended to this Statement.

16*th December*, 1890. D. BARBOUR.

GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.

LOAD-LINE COMMITTEE.

To HIS GRACE the DUKE of RICHMOND and GORDON, K.G., &c., President of the Board of Trade.

MY LORD DUKE,—In pursuance of the request of the late President of the Board of Trade (the Right Hon. Joseph Chamberlain, M.P.), we have given our most careful consideration to the following questions respecting the determination of the load-lines of merchant ships, and have the honour to report thereon, as follows :—

The questions put to us were—

"(1) Whether it is now practicable to frame any general rules concerning free-board which will prevent dangerous overloading without unduly interfering with trade?

"(2) If so, whether any, and which, of the existing tables with any, and what alterations, or any other, and what tables should be adopted?

"(3) How far any such tables can be adopted as fixed rules, and what amount of discretion must be left to the officers who have to see that they are complied with?"

Before replying to these questions, we deemed it desirable (notwithstanding the close and technical acquaintance with merchant ships, and with the conditions of safe loading, which members of the Committee from their avocations necessarily possess) that we should together visit the principal mercantile ports, and there make joint observations of the load-lines at present marked upon ships, and of the nature and extent of the actual loading practised. We also thought it well to avail ourselves of the opportunities thus afforded for conferring freely with shipowners, managers, masters, seamen, and others connected with the mercantile marine, and of receiving from them such evidence as they were willing to offer. We have likewise taken in London a considerable body of evidence. In order that your Grace may readily observe how numerous and how experienced have been the witnesses who have thus voluntarily contributed to the fulness of our information, we append to this report a list of their names.

Mr. Thomas Gray, C.B., and Sir Digby Murray, Bart., and likewise Mr. Benjamin Martell and Mr. T. B. Royden have furnished all such information upon the subject as the large resources of the Board of Trade and of Lloyd's Register Office, and of the Liverpool Registry, respectively, have enabled them to supply.

As the result of our prolonged consultations and labours, we have unanimously arrived at the following replies to the questions before recited, *viz.*:—

1. We are of opinion that it is now practicable to frame general rules concerning freeboard, which will prevent dangerous overloading without unduly interfering with trade.

2. We have the pleasure to submit herewith tables which we consider should be adopted.

3. We are of opinion that these tables can be adopted, at least for all existing types of cargo vessels, and for some years to come, without the exercise of any other discretion on the part of the officers who have to see that they are complied with, than that which concerns the quality and condition of the ship. The freeboards assigned by the tables herewith are suitable for vessels of the highest class in Lloyd's Register, or of strength equivalent thereto, and should be increased for ships of inferior strength.

To the responsible authorities a large discretion must be allowed, *viz.*, that of applying the tables themselves with reasonable modifications to any very exceptional vessels which may now exist, or may hereafter be constructed.

For, careful as we have been to give full consideration to all actual types and sizes of vessels, we cannot but admit that undue interference with trade might occasionally arise were the tables to be applied henceforth to all ships, present and future, without any exception whatever. We are well aware that the discretion which we thus regard as necessary is such as should be exercised with very great skill, care, and judgment; but we see no reason why those charged with the responsible duty of preventing the overloading of merchant ships should not have at their command all needful assistance.

The tables submitted herewith are of the same general form as those hitherto adopted by Lloyd's Register Office, and, like them, involve the reservation above water of a regulated minimum percentage of the total buoyancy. At the same time these tables secure that a sufficient height of deck above water to which the Board of Trade advisers have justly attached much importance. The views of the Board of Trade advisers concerning the value of forecastles, poops, and like deck erections, and the necessity for a liberal amount of freeboard in flush deck vessels which are deprived of such erections have likewise received our careful attention, and have had their due influence upon the tables submitted herewith. The same may be said with reference to the freeboards assigned to vessels of extreme proportions, and to vessels of very fine forms. The Board of Trade distinction between winter and summer freeboards has likewise, after the fullest consideration, been adopted.

The tables as now submitted involve only such limited modifications of the freeboards assigned by the latest tables of Lloyd's Register Office as Mr. Benjamin Martell is able to freely accept and cordially concur with. The same may be said of the extension of tabular forms by the addition thereto of corrections for changes of length and for voyages in summer, and in the North Atlantic in winter.

In the tables submitted, the definitions of length, breadth, depth, sheer, round of beam and freeboard, have undergone revision. The changes introduced have been made for the purpose of simplifying the assignment and marking of freeboards, and although they modify in one or two points the directions of the fourth section of the Merchant Shipping Act of 1873, and may therefore render legislation necessary, the measure required would be of so brief, simple, and non-contentious a character as to render its passage easy.

It will be observed by the tables that they refer exclusively to cargo-carrying vessels. We have not considered it necessary to carry

our investigations in to the differences which may be made in the loading of passenger vessels. But it must be understood that under any circumstances those tables contain the maximum loading that should be permitted to any class of vessel.

In view of the unanimity with which we have arrived at our results, it is deemed unnecessary to trouble your Grace with the evidence which has been taken, or with the information prepared and contributed by the various members of the Committee for its guidance from time to time.

In closing our labours which were commenced in January 1884, and have since proceeded continuously, we cannot but express our great satisfaction at the attainment of the unanimity just referred to. The subject placed before us by your Grace's predecessor was one of extreme complexity and also one which had come to be regarded with much diversity of view (as was natural where the profit and loss of the largest commercial operations ever carried on upon the sea are involved), and therefore it would not have been surprising if we had failed to arrive at conclusions which we could all accept. But by thoroughly considering every important point as it has arisen, and by making reasonable concessions to each other on matters of opinion, we have succeeded in arriving unanimously at our results. As the Board of Trade, Lloyd's Register Office, and the Liverpool Registry are all represented upon this Committee, the importance of this concurrence will be manifest.—We have, &c.,

E. J. REED, Chairman.
W. DENNY.
ROBT. DUNCAN.
JAMES DUNN.
FRANCIS ELGAR.
THOMAS GRAY.
WILLIAM GRAY.
JAMES LAING.
B. MARTELL.
DIGBY MURRAY.
T. B. ROYDEN.
THOS. SUTHERLAND.
REGINALD BINGHAM, Secretary.

To His Grace the Duke of Richmond and Gordon, K. G., &c., President of the Board of Trade.

My Lord Duke,—It appears to the members of the Load-Line Committee who are unconnected with the Board of Trade that it would be advisable to add to the Report of that Committee, now submitted for your Grace's consideration, the following observations :—

It is not assuming too much to say that the origin of this Committee may be traced to the confusion caused by differences of opinion which frequently arose between shipowners and the Board of Trade with respect to the proper loading of vessels. It had become necessary, both in the interests of shipowners and for the satisfactory working of the department charged with the duty of preventing overloaded vessels from proceeding to sea, that an end should be put to a state of tension and uncertainty with regard to what should be considered a safe and proper load line for vessels, more especially for those engaged in carrying heavy cargoes.

If the labours of the Committee should be considered by your Grace to have resulted in a settlement of this most difficult question, it seems necessarily to follow that a compulsory load-line, based on the tables now submitted, should at no distant date be enforced. It is under this impression that we venture to draw your Grace's attention to one or two matters which, although they may not have come strictly within the scope of our inquiry, are, we believe, nevertheless of vital importance to the ultimate success of our work.

The first matter to which we would refer is that if a compulsory load-line should be resolved upon, it will be necessary to apply the same limitations to vessels under foreign flags as to our own vessels when loading in this country or in the colonies of Great Britain. We allude to this, which would seem indeed to be an obvious necessity, because it has been brought before us in evidence that foreign vessels are frequently grave offenders in respect to overloading. It will be for your Grace's consideration whether it may be possible to establish an understanding with the leading Maritime Powers on the subject; but at all events it will, in our opinion, be impossible to enforce compulsory load-lines on the merchant ships of this country without at the same time requiring their application in British and Colonial ports to ships under other flags competing with them.

The next matter to which we would refer is that, in our opinion, if a compulsory load-line is to be enforced, it will be essential to constituate a public authority competent to administer such a measure in a manner that will command the fullest confidence.

It has been carefully pointed out in the Report of the Committee that the tables which are now submitted must be applied "with very great skill, care, and judgment." It will, therefore, be necessary to secure some system of administration capable of giving due and well considered effect to the principles embodied in those tables, not only by a just application of such principles to the many and various types of ships which at present exist, but also by their adaptation to future changes and developments, which are certain to ensue from the progress of naval architecture.

In our judgment, it would only tend to failure to entrust the task which we describe to any purely official administration. The duty of assigning compulsory load-lines, if it is to be undertaken, must, we consider, be entrusted to somebody of a more representative character, which should consist not only of officials, but also of gentlemen who, as shipowners, naval architects, seamen, and perhaps underwriters, would bring to bear on this work great knowledge and experience, and who, by reason of that knowledge and experience, and also of their high standing in their several professions, would ensure such a fulfilment of the duty confided to them as would command the confidence of the country.

In stating this as our conviction it is needless to say that we do not intend to imply that the authority or Council which we suggest should be independent of the Minister responsible to Parliament; but we believe that it will be absolutely necessary for the Minister to have the assistance of such a body as we have described, to enable him to give effect to a compulsory load-line system. We do not consider that there would be any great difficulty in constituting the authority which we thus distinctly advocate.

It only remains for us to add that a compulsory load-line system will also demand scientific as well as practical knowledge on the part of the staff engaged in the work, not only in London, where, we presume, the final determination of freeboard will have to be carried out, but also at the outposts where primary investigations must necessarily take place.—We have, &c.,

E. J. REED, Chairman.
WM. DENNY.
ROBT. DUNCAN.
JAMES DUNN.
FRANCIS ELGAR.
WILLIAM GRAY.
JAMES LAING.
B. MARTELL.
T. B. ROYDEN.
THOS. SUTHERLAND.

BOARD OF TRADE, 14*th August* 1885.

To Sir EDWARD REED, K.C.B, M.P.

DEAR SIR,—I have duly received and presented to Parliament the Report of the Loan-Line Committee, together with the tables accompanying it, and I shall give the Report careful and immediate consideration.

I cannot, however, allow any time to elapse after receiving the first complete record of your valuable inquiry without begging you to accept on your own account as Chairman of the Committee, and to convey to your Colleagues the best thanks of Her Majesty's Government for the manner in which this most difficult and complicated investigation has been conducted, and for the great amount of ability and labour which has been ungrudgingly bestowed upon it by every one of its members during the last eighteen months.

I am well aware that when my predecessor, Mr. Chamberlain, invited the Committee to undertake this important task, their time and attention were already largely engaged by business, and that it was asking them to make no inconsiderable sacrifice of their private convenience for the general good. But it was felt with confidence that the consideration of the serious interest of this matter to the great shipping interests of this country would be a sufficient inducement to them to give the subject such an amount of care and attention as was necessary to bring their labours to a satisfactory conclusion.

That care and attention have been ungrudgingly bestowed, and the unanimous conclusion at which you have arrived on a subject which has caused so much difficulty to the Shipping Interest and to the Department over which I have the honour to preside, satisfies me that the expectations thus entertained were fully justified.

I have now the pleasure of congratulating the Committee upon the conclusion of their labours, and to beg that you and your colleagues accept my personal thanks, in addition to those of the Government, for the invaluable aid which they will have afforded to me as President of the Board of Trade in my responsible duties with respect to this difficult subject.—I am, &c.,

RICHMOND AND GORDON.

14*th August*, 1885.

To Sir EDWARD REED, K.C.B., M.P.

SIR,—I have to acknowledge the receipt of the letter signed by yourself and other non-official members of the Load-Line Committee which accompanied the unanimous report of that Committee.

The subjects to which this letter relates are of the gravest importance, and will, of course, receive careful consideration at my hands. But they fall within the scope of the Royal Commission now sitting, and will be laid before that Commission with such further evidence as may be necessary.

Under these circumstances, and until that Commission reports, it would be premature to attempt to discuss your letter at length.—I am, &c.,

RICHMOND AND GORDON.

BOARD OF TRADE (MARINE DEPARTMENT),
WHITEHALL GARDENS, S. W., *December*, 1883.

SIR,—I am directed by the Board of Trade to call the attention of to the enclosed memorandum on the subject of a load-line for merchant ships.

Under the circumstances stated in this memorandum, it appears to the Board of Trade to be time to take a further step, and they propose to submit to a departmental Committee, consisting of representatives of the public and of the interests concerned, the following questions :—

(1) Whether it is now practicable to frame any general rules concerning free-board, which will prevent dangerous overloading, without unduly interfering with trade ?

(2) If so, whether any, and which, of the existing tables, with any, and what, alterations, or any other and what tables should be adopted ?

(3) How far any such tables can be adopted as fixed rules, and what amount of discretion must be left to the officers who have to see that they are complied with ?—I am, &c.,

T. H. FARRER.

MEMORANDUM ON LOAD-LINE FOR MERCHANT SHIPS.

From the time of the appointment of the Unseaworthy Ships Commission to the present time, the question of overloading has been prominent, and has engaged the constant attention of the Board of Trade. When Parliament thought fit to invest the Board of Trade and its officers with the power of detaining unseaworthy ships, it became their duty to detain ships which appeared to them to be dangerously overladen. In doing this, it was desirable, if possible, to act on certain principles, and it has been the constant endeavour of the Board to arrive at such principles, and to procure the co-operation of the shipping interest in so doing.

In 1875 they invited the Committee of Lloyd's Register, which so largely represents the shipping interest, and the Committee of the Liverpool Underwriters Registry, to appoint a Committee consisting of representatives of the two registries and of the Board of Trade to consider the question of load-line. That Committee, after holding several meetings, broke up, because the representatives of Lloyd's Register could not agree with the Liverpool representatives upon the elements of the question to be discussed.

In the meantime, it was necessary for the Board of Trade to act, and, as their officers required instructions, a certain set of tables of freeboard were prepared, which have been the subject of much misapprehension. They were not, as has sometimes been supposed, hard and fast rules, nor were they prepared or used as final decisions of the Board. They were not in the first instance even promulgated or published, but were given to the staff of the Board as tentative rules, and as points of departure, in the application of which to particular cases the officers of the Board were desired to use their own judgment.

But the difficulty which is inseparable from the exercise of a discretionary-power, and which has been experienced by the Board of Trade in many other similar cases, soon arose. Complaints were made of the discretionary powers of the Board's officers, and shipowners expressed their desire, not only to know what were the principles on which these officers acted, but to have those principles made definite in their application, so that they might be able to know, before loading, whether their ships would be detained or no. This desire appeared to the Board reasonable, and although the difficulties of preparing fixed rules of freeboard remained as great as before, the Board did their utmost to comply, by issuing to the Trade the tables above referred to. But in thus complying with the desire of the Trade, the Board did not issue these tables as final conclusions: on the contrary, they expressly invited that criticism which has been so abundantly given.

A further step in the same direction has been taken by the Committee of Lloyd's Register in issuing a set of tables prepared by their own officers. These tables also were issued as tentative, and not as hard and fast rules, and although, as might be expected in rules issued by a body which largely represents the shipping interest, they have been less hostilely criticised by members of that interest than the rules of the Board of Trade, they have not met with universal approval.

Under these circumstances, it appears to the Board of Trade that it is time to take a further step, and they propose to appoint another departmental committee to consider this subject.

In doing this, it is scarcely necessary to insist on the difficulties of the question, or on the various points which will have to be taken into consideration. But it may be useful to advert shortly to one or two points of importance.

So long ago as 1870 a report of the Council of the Institution of Naval Architects was presented to Parliament, containing a strong

recommendation that a certain minimum freeboard should be required. What that freeboard would be, is shown by the following paragraphs of that report :—

Extract from Parliamentary Paper, 157—1870, referred to above.

* * * * * *

Freeboard.

"There is a minimum height of freeboard which cannot be safely reduced in sea-going ships of ordinary fitment, and it is desirable to fix this minimum height. Freeboard should be understood to be the vertical height of the upper surface of the upper deck (not spar deck) at the side, amidships, above the load water-line. The proportion of freeboard should increase with the length. One-eighth of the beam is a minimum freeboard for ordinary sea-going ships of not more than five breadths to the length, and $\frac{1}{12}$ of the beam should further be added to the freeboard for each additional breadth in the length of the ship; this would give :—

"for a ship of 32 feet beam and 160 feet long, 4 feet freeboard ;
"for a length of 192 feet, 5 feet freeboard ;
"for a length of 224 feet, 6 feet freeboard ;

"for a length of 256 feet, 7 feet freeboard, the beam remaining the same, but as the addition of a spar-deck on long vessels may be considered an equivalent or substitute for the increased freeboard required for extra length, a complete spar-deck would leave the freeboard of these extra lengths at the original height of 4 feet.

Poops and forecastles.

"It is not considered desirable to offer any recommendations with regard to poops and forecastles. It must depend entirely upon the professional judgment of the designer of a ship, whether, looking to her proportions, form, and purpose, the additions of poop and forecastle are expedient and safe. In general, where poops and forecastles are adopted, they should be closed and seaworthy, but their weight may be inexpedient in long fine ships ; and there are cases where a light top gallant forecastle (*i.e.*, an open forecastle raised above the level of the upper deck) may be useful in keeping heavy seas out of the ship. In general, spar decks in long ships are perferable to poop and forecastle, and no diminution of freeboard should be allowed for a poop or forecastle."

The above passage is important, since it shows what is the freeboard which a few years since an important scientific body considered necessary for safety. That freeboard starts with four feet as a minimum freeboard for ordinary merchant ships, and in spar-decked ships would require the whole height of the space between the main-deck and the spar-deck to be added to the minimum of four feet The freeboards deemed then necessary by this body are so greatly in excess of the present practice of shipowners, or of anything that has ever been required of them, as to show either that the Institute of Naval Architects at the time they made their report was altogether at variance with the practice of the trade or that the freeboard in actual use has greatly diminished in the course of the few years during which the question has been under discussion. In either event, the difference above referred to illustrates the difficulty of the subject.

It must be remembered that this question cannot be regarded from a shipowner's point of view alone. If the interest of the shipowner in bringing home his ship safe were in all cases such as to make that his first object, no legislation and no rules would be necessary. But, under the present state of the law, this is not the case; and the interest of the public, and of the men whose lives are at risk, will be sacrificed, unless the rules are such as to compel the reckless and ignorant to do that which they would not otherwise do. Any rules which are founded on the experience of the inferior class of shipowners will be an evil, and will lower instead of raise the standard.

In the case under consideration, this primary difficulty is much increased by the number of varying data which have to be taken into consideration. Thus the dangers from overloading may be stated to include the following, *viz.* :—

1. The decks may be swept by the sea and the crew washed off.
2. The sea may pour on to the deck faster than the freeing ports will relieve it and get into the ship through hatchways or other insufficiently protected openings.
3. The ship may be so heavy that a very slight addition to her weight may sink her.
4. The ship may be deficient in stability.
5. The ship may be too weak in construction to bear the strain of heavy cargo.

The dangers above referred to vary according to many varying causes, besides the mere depth of the ship in the water. All the following are different factors which have to be taken into consideration :—

1. General form and size of ship.
2. Form of the ship below water.
3. Form and construction of deck.
4. Strength of the hull.
5. Construction and strength of hatchways and all other deck openings.
6. Means of escape for water on deck.
7. Nature as well as weight of cargo.
8. Relative position and stowage of different parts of cargo.
9. Nature of voyage.
10. Probable weather or voyage, remembering that the seasons differ in different parts of the world.

Out of these, the first six alone can be known when the ship is built. The last four differ from time to time, and any rule as to load-line must be so made and applied as to vary accordingly.

Thus it is obvious that the number and variety of the dangers to be avoided, and of the different factors to be taken into consideration, make the compulsory determination of load-line one of very peculiar difficulty. And the difficulty is made more formidable by the important consequences which will arise from any mistake. If the load-line is fixed too low, it is a serious detriment to the carrying powers of British ships. If fixed too high, it is a legislative sanction of a dangerous practice.

BOARD OF TRADE, 21*st November* 1883.

LIST OF WITNESSES WHO HAVE GIVEN EVIDENCE BEFORE THE LOAD-LINE COMMITTEE.

Date.	Place.	Witness.
February 8th, 1884.	London	Mr. David MacIver, M.P.
February 21st, 1884.	Hull	Mr. Wm. Bailey.
„	„	„ J. R. Ringrose.
„	„	Capt. Tully.
„	„	Mr. Charles H. Wilson, M.P.
February 22nd, 1884.	W. Hartlepool	Capt. R. D. Clark.
„	„	„ Coleman.
„	„	Mr. E. Cory.
„	„	Capt. Dew.
„	„	„ Dixon.
„	„	Mr. Matthew Gray.
„	„	„ G. J. H. Hogg.
„	„	„ George Horsley.
„	„	„ T. S. Hudson.
„	„	„ R. M. Middleton.
„	„	„ R. Ropner.
„	„	„ Philips.
„	„	„ Edward Withy.
„	„	Capt. Wood.
March 6th, 1884.	Newcastle	Capt. Manson.
„	„	„ McNabb.
„	„	Mr. Renwick.
„	„	„ W. D. Stephens.
„	„	„ Alex. Taylor.
„	„	Capt. Turpin.
„	„	Mr. Whitfield.
March 7th, 1884.	Sunderland	Mr. J. Darney.
„	„	„ James Horn.
„	„	„ Macoll.
„	„	Capt. Pinkney.
„	„	Mr. D. G. Pinkney.
„	„	„ F. Ritson.
„	„	„ John Sanderson.
„	„	„ John Young Short (per Mr. Roche).
„	„	„ Robert Thompson.
March 21st, 1884.	Glasgow	Capt. Michael Breakenridge.
„	„	Mr. John M. Campbell (of Messrs. Brown and Watson).
„	„	„ Thomas Carmichael.
„	„	„ J. D. Clink.
„	„	„ Robert Craig.
„	„	„ Nathaniel Dunlop.
„	„	Capt. Alex. Ellis.
„	„	Mr. George Gallilee.
„	„	„ T. C. Guthrie.
„	„	„ A. C. Henderson (Anchor Line).
„	„	„ James Lilburn.

Date.	Place.	Witness.
March 21st, 1884 ...	Glasgow	Mr. D. McDougall.
,, ...	,, ...	,, W. E. McLaren.
,, ...	,, ...	,, Ben. Normand.
,, ...	,, ...	,, W. H. Raeburn.
,, ...	,, ...	,, Geo. Smith (City Line).
,, ...	,, ...	Capt. Turnbull.
,, ...	,, ...	,, John Young.
March 22nd, 1884....	Leith	Mr. James Currie.
,, ...	,, ...	Capt. Hossack.
,, ...	,, ...	,, Raeburn.
,, ...	,, ...	,, Robertson.
,, ...	,, ...	,, Simpson.
,, ...	,, ...	Mr. Somerville (on behalf of the Shipowners of Leith).
April 9th, 1884 ...	Liverpool	Mr. R. Alexander.
,, ...	,, ...	,, Wm. Alexander.
,, ...	,, ...	,, J. Henry Beazley.
,, ...	,, ...	,, Brocklebank.
,, ...	,, ...	Capt. Crawford.
,, ...	,, ...	Mr. Cruickshank.
,, ...	,, ...	,, Dixon.
,, ...	,, ...	,, David Fernie.
,, ...	,, ...	,, Robert Greenshields.
,, ...	,, ...	Capt. Hewitt, of White Star Line.
,, ...	,, ...	Mr. Joshua M. Heap.
,, ...	,, ...	,, Alfred Holt.
,, ...	,, ...	,, Wm. Johnston.
,, ...	,, ...	Capt. Kenney.
,, ...	,, ...	Mr. Wm. Lowden.
,, ...	,, ...	,, L. H. Macintyre.
,, ...	,, ...	Capt. Paton.
,, ...	,, ...	Mr. James Poole.
,, ...	,, ...	,, Wm. Ray.
,, ...	,, ...	,, James Robinson.
,, ...	,, ...	,, W. W. Rundell (Liverpool Registry).
,, ...	,, ...	Messrs. Thompson and Anderson.
,, ...	,, ...	,, W. and R. Thomson.
,, ...	,, ...	Mr. Wm. Welsh.
,, ...	,, ...	,, Henry West (Liverpool Registry).
,, ...	,, ...	,, J. Whiting.
,, ...	,, ...	,, John Williamson.
April 24th, 1884 ...	Cardiff	Capt. J. H. Anning.
,, ...	,, ...	Mr. Charles Barrie (of Dundee).
,, ...	,, ...	,, John Robert Christie.
,, ...	,, ...	,, Fred. Edwards.
,, ...	,, ...	Capt. Guthrie.
,, ...	,, ...	Mr. Alfred Holman.
,, ...	,, ...	Capt. Jackson Powley.
,, ...	,, ...	Mr. A. B. Tellefsen.

Date.	Place.	Witness.
April 25th, 1884 ...	Bristol	Capt. Evan Evans.
,, ...	,, ...	Mr. John Edwards.
,, ...	,, ...	Capt. Wm. Gummer.
,, ...	,, ...	Mr. Roger Moore.
,, ...	,, ...	Capt. Tomlinson.
,, ...	,, ...	Mr. Mark Whitwill.
,, ...	,, ...	,, Charles Wills (Chamber of Commerce).
,, ...	,, ...	Capt. Thomas Young.
		And the following seamen :—
,, ...	,, ...	Walter Cowper.
,, ...	,, ...	Daniel Lynch.
,, ...	,, ...	Capt. William Stamper.
,, ...	,, ...	,, ,, Thompson.
,, ...	,, ...	John Warden.
May 20th, 1884 ...	London	Capt. Andrew, Superintendent of Oriental Steam Navigation Company.
,, ...	,, ...	Capt. Froud, deputed by Shipmasters Association of London.
,, ...	,, ...	Capt. Holt, deputed by Shipmasters Association of London.
,, ...	,, ...	Capt. Hutton, Superintendent of "Glen Line."
,, ...	,, ...	,, T. Coulter Kerr, Surveyor of Shipping for the Government of India.
,, ...	,, ...	Mr. Stephen Williamson, M.P., of the Firm of Messrs. Balfour, Williamson and Co.
May 21st, 1884 ...	London	Capt. Cowie, Principal Officer of the Board of Trade for the East Coast of England, Hull.
,, ...	,, ...	Mr. James Fortescue Flannery, Consulting Engineer.
,, ...	,, ...	Capt. Kiddle, R.N., Principal Officer of the Board of Trade for the North of Ireland District, Dublin.
,, ...	,, ...	Mr. L. Mills, Principal Officer of the Board of Trade for the North-East District of England, North Shields.
,, ...	,, ...	Mr. T. W. Sweet, Shipowner.
May 22nd, 1884 ...	London	Capt. Chalmers, Detaining Officer of the Board of Trade, West Hartlepool.
,, ...	,, ...	Mr. John Corry, Shipowner.
,, ...	,, ...	,, James Dixon, Shipowner.
,, ...	,, ...	,, William Quiggin, Detaining Officer of the Board of Trade, Sunderland.

Date.	Place.	Witness.
May 23rd, 1884 ...	London	Capt. Burgess, R.N., Detaining Officer, Middlesbro'.
,, ...	,, ...	Capt. John Smyth, late Detaining Officer, Swansea.
,, ...	,, ...	Capt. Wilcox, Principal Officer of the Board of Trade, Liverpool.
June 10th, 1884 ...	London	Mr. W. C. Rothery, Wreck Commissioner.
June 11th, 1884 ...	London	Mr. MacFarlane Gray, Chief Examiner of Engineers, Board of Trade.
,, ...	,, ...	Mr. Philip Jenkins, Surveyor to Lloyd's Register of Shipping.
June 12th, 1884 ...	London	Mr. C. E. Parker Rhodes, late Acting-Consul at Havre, and Vice-Consul, Dieppe.

EXPLANATION OF THE FOLLOWING TABLES OF FREEBOARD FOR THE VARIOUS TYPES OF STEAM AND SAILING VESSELS.

In the following tables the word Freeboard denotes the height of the side of a ship above the waterline at the middle of her length, measured from the top of the deck at the side, or, in cases where a waterway is fitted, from the curved line of the top of the deck continued through to the side. The freeboards and the corresponding percentages of reserved buoyancy necessary for flush-deck steamers not having spar or awning-decks for awning-deck steamers, and for flush-deck sailing vessels, are given in Tables A., C. and D. for vessels of these classes and of various dimensions and proportions. The freeboards necessary for spar-deck steamers are given in Tables B. The latter are determined by considerations of structural strength, and they denote the limitations to depth of loading which are thereby imposed upon first class vessels of this type. The freeboards and percentages of reserve buoyancy thus obtained being in excess of what would otherwise be required, the amounts of such percentages are not given in Tables B.

The exact freeboard required for a given ship belonging to any of the classes comprised in Tables A., C., and D., may be calculated by constructing a displacement scale to the height of the deck to which the freeboard is measured, so as to give the whole external volume up to the upper surface of that deck. The percentage of the total volume which is given in the tables as the reserve buoyancy for a vessel of given type and dimensions will be the amount of volume that must be left out of the water. If a water line be drawn upon the displacement scale aforesaid to cut off the given percentage of total volume, the height of side above this line will be the freeboard required.

In order to simplify and reduce the work that would be involved by the above mode of determining the water line and the consequent

freeboard, that correspond to a given percentage of reserve buoyancy, an approximate method is adopted in the following tables, which enables the freeboard of a vessel to be calculated with a sufficient degree of accuracy for all ordinary working purposes. The use of this method not only saves the time and labour that would be involved by making a complete displacement scale for the whole external volume of a ship, but, what is much more important, it makes the tables easily and directly applicable in cases where such a displacement scale for a vessel is not at hand, or where the data requisite for constructing one is not procurable.

In this approximate method the form of the ship is taken into account by means of proportionate quantities, which are termed coefficients of fineness, instead of by the exact volumes that a displacement scale would give. It is found that the whole internal volume of a ship as measured for register tonnage divided by the product of the length, breadth, and depth, measured as described in the following clauses, 1, 2, and 3, gives a fractional quantity or coefficient which bears a nearly constant relation to the quantity that would be obtained by dividing the whole external volume below the upper surface of the deck by the product of the length, breadth, and depth. This fractional quantity is called the "coefficient of fineness" for freeboard purposes; and it serves the same practical object, when combined with the dimensions of the ship in the manner explained in the tables, as the volume itself would do.

In applying such an approximate method as the above, it is necessary to connect the coefficients of fineness given in the tables with a standard sheer and round of beam. The standard scales for sheer and round of beam that have been adopted for this purpose are given in clauses 16 and 17 hereafter. Descriptions are also there given of the corrections that should be made for deviations from these standard amounts.

The freeboards given in the tables are for flush-deck vessels in all cases. Such reductions in freeboard as may be allowed for deck-erections of various kinds and sizes in steamers not having spar or awning-decks, and in sailing vessels, are described in paragraphs 11, 12, 13, 14, and 15.

No reduction of freeboard should be allowed on account of deck-erections in spar-deck and awning-deck steamers.

Tables A. and D. give the minimum freeboards for first class iron and steel vessels, the strength of which is at least equal to the requirements of the 100A class in Lloyd's Register for three-deck and smaller vessels. The freeboard of all other iron and steel vessels, classed or unclassed, should be regulated by the same standard; the increase of freeboard required in each case being determined by the limit at which the stress per square inch upon the material of the hull amidships shall not exceed that of the standard class, of the same proportions, form, and moulded depth, when loaded to the freeboards required by Tables A. and D. Tables B. and C. give the freeboards for vessels built in accordance with or equal to the requirements of Lloyd's Register for the spar and awning-deck classes; and are subject to the conditions just stated for any modifications of strength in excess or diminution of the requirements of their respective classes.

1. *Length.*—The length of the vessel is measured on the load-line from the foreside of the stem to the aft side of the stern post in sailing vessels and to the aft side of the after post in steamers.

2. *Breadth.*—The breadth used in obtaining the coefficient of fineness is the extreme breadth measured to the outside of plank or plating as given in the Register Book, or on the certificate of the Ship's Registry.

3. *Depth of Hold.*—The depth used in obtaining the coefficient of fineness is the depth of hold as given in the Register Book, or on the certificate of the Ship's Registry. This dimension is subject to modification in determining the coefficient of fineness as explained in clause 4.

Coefficient of Fineness.—The coefficient of fineness in one, two, and three deck and spar-deck vessels is found by dividing 100 times the gross registered tonnage of the vessel below the upper deck by the product of the length, breadth, and depth of hold. In awning-deck vessels the registered depth and tonnage are taken below the main deck.

(*a*) It is of importance in the application of the rules and tables of freeboard that the coefficient of fineness deduced from the under-deck tonnage and the principal dimensions should be a correct index to the vessel's relative fulness of form, and that a change in any of those elements which affect the coefficient determined in accordance with the rule set forth should be considered, and the necessary correction, having regard to the special circumstances of the case, introduced. Among the cases that have from time to time come under notice are the following :—

(*b*) Vessel having a cellular bottom throughout, or floors of greater depth than those usually fitted.—In such a case the coefficient as determined from the under-deck tonnage is in most instances slightly greater than it would be if the vessel were framed on the ordinary transverse system with floors of the usual depth. No general rule can be given for guidance ; but it is not difficult if the depth and slope of the top of the cellular bottom or floor be compared on the midship section with the depth and slop of an ordinary floor, to determine very closely the amount of the correction necessary.

(*c*) Vessel constructed with floors of the ordinary kind, but with a cellular bottom for a part of the length amidships under the engines and boilers.—In such a case the registered under-deck tonnage is smaller than it would be if the vessel were framed with ordinary floors throughout, the difference being the tonnage of the space between the top of the cellular bottom in the part amidships and the level of the ordinary floor. The depth of hold is also measured by the customs officials to the top of the cellular bottom, and this depth is inserted in the register. Under such circumstances, in order to arrive at the coefficient of fineness the vessel would have, if built on the ordinary system throughout, and for which the tables are framed, the

tonnage of the volume between the top of the cellular bottom and the level of the ordinary floor should be calculated and added to the registered under-deck tonnage. The tonnage so corrected, used in conjunction with the depth of hold to the top of the ordinary floor, gives the coefficient to be used in the tables.

(*d*) Vessel constructed with a cellular bottom throughout the fore and after holds, but with floors of the ordinary kind fitted for a part of the length amidships under the engines and boilers.—In such a case the tonnage of the space between the top of the ordinary floors in the part amidships and the top of the cellular bottom, if made continuous, should be estimated and deducted from the registered under-deck tonnage, and the remainder employed in conjunction with the depth of hold to the top of the cellular bottom in determining the coefficient of fineness.

(*e*) Other cases may in practice arise in which the registered under-deck tonnage, or the registered depth of hold, or both, require modification before being used in the determination of the coefficient of fineness, but little difficulty will be experienced in making the necessary correction if it be remembered that the coefficient sought is the coefficient the vessel would have if framed on the ordinary transverse system.

5. *Moulded Depth.*—The moulded depth of an iron or steel vessel, as given in the tables, is the perpendicular depth taken from the top of the upper deck beam at side, at the middle of the length of the vessel, to the top of the keel and the bottom of the frame at the middle line, except in spar and awning-deck vessels, in which the depth is measured from the top of the *main* deck beams. In wooden and composite vessels the moulded depth is taken to be the perpendicular depth from the top of the upper deck beam at the side of the vessel amidships to the lower edge of the rabbet of the keel.

(*a*) The form at the lower part of the midship transverse section of many wooden and composite vessels being of a hollow character, as in cases where thick garboard strakes are fitted, the moulded depth in such instances should be measured from the point where the line of the flat of the bottom continued cuts the keel.

6. *Freeboard.*—The moulded depth, taken as above described, is that used in the tables for ascertaining the amount of reserve buoyancy and corresponding freeboard in vessels having a wood deck, and the freeboard is measured from the top of the wood deck at side, at the middle of the length of the vessel.

(*a*) On the same principle, in *flush deck* vessels, other than spar or awning decked, and in vessels fitted with short poop and forecastle, having an iron upper deck not covered with wood, the usual thickness of a wood deck should be deducted from the moulded depth of the vessel measured as above, and the amount of reserve buoyancy and corresponding freeboard taken from the column in the tables corresponding with this diminished moulded depth:—*Example*—In a steamer fitted with an iron upper deck,

not covered with wood, and having a moulded depth of 19 ft. 10 ins., four inches, or the usual thickness of a wood deck, must be deducted from this, leaving a depth of 19 ft. 6 ins. The freeboard for such a vessel with a coefficient of fineness of 0·76, taken from the column under 19 ft. 6 ins., is 3 feet 8½ ins., which should be measured from the top of the iron upper deck.

(*b*) In spar-deck vessels having iron spar decks, and in awning-deck vessels having iron main-decks, the freeboard required by the tables should be measured as if those decks were wood covered. Also in vessels where $\frac{7}{10}$ths, or more, of the main deck is covered by substantial erections, the freeboard found from the tables should be measured amidships from a wood deck, whether the deck be of wood or iron. In applying this principle to vessels having shorter lengths of substantial enclosed erections, the reduction in freeboard, in consideration of its being measured from the iron deck, is to be regulated in proportion to the length of the deck covered by such erections. Thus, in a vessel having erections covering $\frac{8}{10}$ths of the length, the reduction is $\frac{8}{10}$ths of 3½ inches, or 2 inches.

7. For vessels which trim very much by the stern, through the engines being fitted aft, the freeboard, as ascertained from the tables if set off amidships, would not cut off the amount of surplus buoyancy deemed necessary, and in such cases the suitable freeboard amidships could only be determined after full information is obtained regarding the vessel's trim.

8. The following example will illustrate the *general* application of the tables :—

In a steamer of the following dimensions, *viz.*, length 204 ft.; breadth, extreme, 29 ft.; depth of hold, 16·0 ft., registered tonnage under deck, 682 tons, and *moulded* depth, 17·0 ft., the under deck capacity in cubic feet is 68,200 ; by dividing this by 94,656, that is, the product of the length, breadth, and depth of hold, the quotient is 0·72, or the coefficient of fineness,

If we now refer to Table A, at 17·0 ft. moulded depth, and trace the line opposite the coefficient 0·72 to the column corresponding with this depth, it is found that the winter freeboard given for a *first-class steam vessel without erections*, whose length is twelve times the moulded depth, is 2 ft. 11 ins., corresponding with a reserve buoyancy of 25 per cent. of the total bulk.

9. *Vessels of Extreme Proportions.*—For vessels whose length is greater or less than that of the vessel of the same moulded depth for which the tables are framed, the freeboard should be increased or diminished as specified in the footnote to the tables. Thus if the vessel in the example, clause 8, were 224 ft. long, the winter freeboard required would be 2 ft. 11 ins. plus 2 ins. or 3 ft. 1 in. For steam vessels with top-gallant forecastles, having long poops or raised quarter decks connected with bridge-houses, the whole extending over $\frac{6}{10}$ths, or more, of the length of the vessel, the correction for length should be one-half that specified in Tables A.

10. *Breadth and Depth.*—In framing the tables it has been assumed that the relation between the breadth and depth is such as to ensure safety at sea with the freeboard assigned when the vessel is laden with homogeneous cargo; for vessels of less relative breadth, the freeboard should be so increased as to provide a sufficient range of stability, or other means adopted to secure the same.

11. *Erections on Deck.*—For steam vessels with topgallant forecastles having long poops, or raised quarter decks connected with bridge-houses, covering in the engine and boiler openings, the latter being entered from the top, and having an efficiently constructed iron bulk-head at the fore end, a deduction may be made from the reserve buoyancy given in the tables, according to the following scale :—

(*a*) When the combined length of the poop, or raised quarter deck, bridge-house, and top-gallant forecastle is—

9/10ths of the length of the vessel, deduct	85	per cent.	of the reduction in the reserve buoyancy allowed for a complete awning-deck.
8/10ths " " "	75	"	
7/10ths " " "	63	"	
6/10ths " " "	50	"	

or

85/100ths, 75/100ths, 63/100ths, 50/100ths of the difference between Freeboards in Tables A (after correction for sheer), and Tables C.

When the engine and boiler openings are protected only by a long raised quarter-deck, a less reduction in freeboard will be allowed.

(*b*) For intermediate lengths of erections the amount of the reduction in freeboard should be ascertained by interpolation.

(*c*) The above scale of allowance is prepared for vessels having long poops or raised quarter-decks 4 ft. high or above. For raised quarter-decks, of less height, extending over four-tenths of the length, and forming an integral portion of the vessel, the amount of the allowance should be diminished, as shown in the following table :—

Height of raised quarter-deck.	Moulded Depth of Vessel in feet.						
	Ft. in. 10 0	Ft. in. 12 0	Ft. in. 14 0	Ft. in. 16 0	Ft. in. 18 0	Ft. in. 20 0	Ft. in. 22 0
Ft. in.	ins.	ins.	ins.	ins.	ins.	ins.	ins.
3 6	—	—	½	½	½	¾	¾
3 0	½	¾	1	1	1¼	1¼	1¼
2 6	1	1¼	1½	1¾	2	2¼	3
2 0	1½	1	2¼	2¾	—	—	—
1 6	2	2½	3	—	—	—	—

(*d*) For shorter lengths of raised quarter-deck a proportionate increase should be made.

(*e*) It is to be understood in the application of this scale of allowance for erections on deck to vessels with long poops, or with raised quarter-decks, and bridge-houses combined, that the deduction is a *maximum* deduction, applicable only to vessels of these types in which the erections are of a most substantial character, the deck openings most effectually protected, and the crew are either berthed in the bridge-house, or the arrangements to enable them to get backwards and forwards from their quarters are of a satisfactory character. For other vessels of the same class, the amount of the deduction should be fixed only after a careful survey. Also such vessels when employed in the Atlantic trade will require to have specially provided greater freeboard than that given in the tables.

(*f*) A sufficient number of clearing ports, as large as practicable, and with shutters properly hung, should be formed in the bulwarks of these vessels, between the forecastle and the bridge-house, for the purpose of speedily clearing this part of the deck of water.

12. When the erections on a vessels consist of a top-gallant forecastle, a short poop having an efficient bulkhead, and bridge-house disconnected, the latter in steamers covering the engine and boiler openings, and being efficiently enclosed with an iron bulkhead at each end, a deduction may be made from the reserve buoyancy given in the tables according to the following scale :—

(*a*) When the combined length of the erections is—

$\frac{1}{10}$ths of the length of the vessel, deduct 40 per cent. } of the reduction in reserve buoyancy allowed for a complete awning deck ;
$\frac{2}{10}$ths " " " 33 "

or

$\frac{1}{3}$rd } of the difference between the Freeboards in Tables A (after correction for sheer and length) and Tables C (after correction for length).

13. When the erections on a vessel consist of a top-gallant forecastle and bridge-house only, the latter in steamers covering the engine and boiler openings, and being efficiently enclosed with an iron bulkhead at each end, a deduction may be made from the reserve buoyancy given in the tables according to the following scale :—

(*a*) When the combined length of the erections is—

$\frac{1}{10}$ths of the length of the vessel, deduct 30 per cent. } of the reduction in reserve buoyancy allowed for a complete awning deck ;
$\frac{2}{10}$ths " " " 25 "

or

$\frac{1}{10}$ths } of the difference between the Freeboards in Tables A (after correction for sheer and length) and Tables C (after correction for length).
$\frac{1}{4}$th

14. When the erections on a vessel consist of a short poop and top-gallant forecastle only, the former enclosed at the fore-end with an efficient bulkhead, the deduction from the reserve buoyancy given in the tables should be according to the following scale:—

(a) When the combined length of the erections is—

⅘ths of the length of the vessel, deduct 8 per cent. } of the reserve
⅗ths „ „ „ 6 „ } buoyancy;

or

10 per cent. } of the Freeboard required for the vessel flush-decked after
8 per cent. } correction for length.

and so on in proportion.

15. When a vessel is fitted with a top-gallant forecastle only, the reduction in reserve buoyancy should be one-half that prescribed by the previous paragraph for the case where, in addition to the forecastle, the vessel is fitted with a poop of the same length.

16. *Sheer.*—The tables are framed for vessels having a mean sheer of deck *measured at the side*, as shown in the following table:—

	Length over which Sheer is measured.						
	100	150	200	250	300	350	400
	Mean Sheer in Inches over the length specified.						
Flush-deck Vessels.—Sheer to be measured abreast stem and sternpost. . . .	20	25	30	35	40	45	50
Vessels having Short Poops and Forecastles.—Sheer to be measured at points distant ⅙th the length of the vessel from each end.	14	18	22	26	30	34	38
Vessels having Short Forecastles only—Sheer to be measured abreast the sternpost and at a point distant ⅙th the length from the stem	14½	18¼	23	27	31	35¼	40

(a) In flush-deck vessels and in vessels to which clauses 11 and 12 apply, when the sheer of deck is greater or less than the above, *and is of a gradual character*, divide the difference in inches between it and the mean sheer provided for by 4, and the result in inches is the amount by which the freeboard amidships should be diminished or increased according as the sheer is greater or less.

(*b*) In vessels having short poops and forecastles, and in those having short forecastles only, the freeboard should be corrected in respect of the excess of or deficiency in reserve buoyancy due to variations in sheer from the standard amount over the length uncovered by substantial erections, as provided in the above table. One-fourth the difference between the mean sheer specified and that measured as described is approximately the amount by which the freeboard should be modified in respect of sheer.

(*c*) The divisor 4 is to be used when the sheer is *of a gradual character*, and is not strictly applicable either to those cases in which the sheer is suddenly increased at the bow or stern, or to those in which it does not maintain its normal rate of increase to the ends of the vessel.

(*d*) In all cases the rise in sheer forward and aft is measured with reference to the deck at the middle of the length, and where the lowest point of the sheer is abaft the middle of the length, one-half of the difference between the sheer amidships and the lowest point should be added to the freeboard specified in the tables for flush-deck vessels, and for vessels having short poops and forecastles only.

(*e*) Where, as in some instances, vessels fitted with long poops or raised quarter decks connected with bridge-houses have the deck line rising rapidly from amidships to the front of the bridge, and from that point onwards gradually approaching the normal sheer line, the freeboard may be slightly modified in consideration of the increase of height of deck in the "well."

(*f*) In flush-deck vessels and in vessels having short poops and forecastles the excess of sheer for which an allowance is made shall not exceed one-half the total standard mean sheer for the size of ship.

(*g*) No decrease should be made in the freeboard of spar and awning-deck vessels in respect of excess of sheer.

17. *Round of Beam.*—In calculating the reserve of buoyancy, an allowance has been made of one quarter of an inch for every foot of the length of the midship beam for the round up. When the round of the beam in flush-decked vessels is greater or less than given by this rule, divide the difference in inches by 2, and diminish or increase the freeboard by this amount. For vessels with erections on deck the amount of the allowance should depend on the extent of the main deck uncovered. This rule for round of beam does not apply to spar or awning-deck vessels.

18. As a general illustration of the way in which the tables should be used in modifying the freeboard on account of erections on deck, extreme proportions and variations in sheer, the following may be taken as an example:

A vessel is 234 ft. long, 29 ft. broad, and has a moulded depth of 17·0 ft., the coefficient of fineness being ·72. Suppose the vessel to have a poop and bridge-house of the united length of 121 ft., and a

forecastle 20 ft. in length, and let the sheer forward, measured at the side, be 4 ft. 6 ins. and aft 2 ft. 1 in.

	Ft.	in.
Freeboard by Tables A if of the normal length, without erections, and with the normal amount of sheer	2	11
The mean sheer by rule is 33·4 ins., or 6 ins. less than that in the vessel, and the reduction in freeboard in 6 ins. divided by 4 ...	0	1½
Freeboard of vessel without erections and with 39½ ins. mean sheer	2	9½
Freeboard by Tables C as awning decked.....	1	4½
Difference.....	1	5

The combined length of the erections is $\frac{141}{234}$ths or $\frac{6}{10}$ths of the length of the vessel, and the allowance for erections under clause 11 will be therefore $\frac{6}{10}$ths of 17 ins., or 8½ ins.

We have therefore—	Deduct. In.
Amount deducted from freeboard for excess of sheer.....	1½
Amount deducted from the freeboard for erections	8½
Amount deducted if vessel be fitted with an uncovered iron main-deck (clause 6) $= \frac{8}{10} \times 3\frac{1}{2}$	2
	12

	Deduct. In.
The length being 30 ft. in excess of that for which the tables are framed, the addition to the freeboard in respect of the same is one-half of $\frac{3}{10}$ths of 2 ins., or.....	1½
	10½

That is, 10½ ins. to be deducted from 2 ft. 11 ins., leaving a winter freeboard of 2 ft. 0½ ins.

Corresponding summer freeboard 1 ft. 10½ ins.

19. Vessels loaded in fresh water may have less free board than that given in the several tables according to the following scale :—

Moulded Depth in Feet.	Reduction in Freeboard.	
	Vessels without erections on deck.	Spar and Awning-deck Vessels.
	Ins.	Ins.
9 and under 11	2	—
11 „ „ 13	2½	—
13 „ „ 16	3	3½
16 „ „ 19	3½	4
19 „ „ 22	4	4½
22 „ „ 25	4½	5
25 „ „ 28	5	5½
28 „ „ 31	5½	6
31 „ „ 34	6	6½

MEMO.—The weight of a cubic foot of salt water is taken, in the above table, to be 64 lbs., and that of fresh water 62·5 lbs.

TABLE A.

Cargo carrying Steam Vessels not having Spar or Awning Decks.

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Iron and Steel Steam Vessels.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(*Winter.*)							
	22·0	22·2	22·4	22·6	22·8	23·0	23·2	23·4
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*) Measured from Top of Deck at Side.							
	Moulded Depth and Length.							
	Ft. in. 10 0	Ft. in. 10 6	Ft. in. 11 0	Ft. in. 11 6	Ft. in. 12 0	Ft. in. 12 6	Ft. in. 13 0	Ft. in. 13 6
	Ft. 120	Ft. 126	Ft. 132	Ft. 138	Ft. 144	Ft. 150	Ft. 156	Ft. 162
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·68	1 4	1 5	1 6	1 7½	1 8½	1 9½	1 11	2 0
·70	1 4	1 5	1 6	1 7½	1 8½	1 9½	1 11	2 0½
·72	1 4½	1 5½	1 6½	1 8	1 9	1 10	1 11½	2 1
·74	1 4½	1 5½	1 6½	1 8	1 9	1 10	1 11½	2 1
·76	1 5	1 6	1 7	1 8½	1 9½	1 10½	2 0	2 1½
·78	1 5	1 6	1 7	1 8½	1 9½	1 11	2 0½	2 2
·80	1 5½	1 6½	1 7½	1 9	1 10	1 11½	2 1	2 2½
·82	1 5½	1 6½	1 7½	1 9	1 10	1 11½	2 1	2 2½
Correction in inches for a change of 10 ft. in the length	·8	·9	·9	·9	·9	·9	·9	·9
Deduction in inches for Summer voyages	1	1	1	1	1	1	1	1½

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months.*

TABLE A—*(continued.)*

CARGO CARRYING STEAM VESSELS NOT HAVING SPAR OR AWNING DECKS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL STEAM VESSELS.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—*(Winter.)*										
	23·6	23·8	24·0	24·2	24·5	24·7	25·0	25·2	25·5	25·7	26·0
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—*(Winter.)* MEASURED FROM TOP OF DECK AT SIDE.										
	Moulded Depth and Length.										
	Ft. in. 14 0	Ft. in. 14 6	Ft. in. 15 0	Ft. in. 15 6	Ft. in. 16 0	Ft. in. 16 6	Ft. in. 17 0	Ft. in. 17 6	Ft. in. 18 0	Ft. in. 18 6	Ft. in. 19 0
	Ft. 168	Ft. 174	Ft. 180	Ft. 186	Ft. 192	Ft. 198	Ft. 204	Ft. 210	Ft. 216	Ft. 222	Ft. 228
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·68	2 1½	2 3	2 4	2 5½	2 7	2 8½	2 10	2 11½	3 1	3 2½	3 4
·70	2 1½	2 3	2 4½	2 6	2 7½	2 9	2 10½	3 0	3 1½	3 3	3 4½
·72	2 2	2 3½	2 5	2 6½	2 8	2 9½	2 11	3 0½	3 2	3 3½	3 5½
·74	2 2½	2 4	2 5½	2 7	2 8½	2 10	2 11½	3 1	3 2½	3 4	3 6
·76	2 3	2 4½	2 6	2 7½	2 9	2 10½	3 0	3 1½	3 3	3 5	3 6½
·78	2 3	2 4½	2 6	2 7½	2 9	2 11	3 0½	3 2	3 4	3 5½	3 7½
·80	2 3½	2 5	2 6½	2 8	2 9½	2 11½	3 1	3 2½	3 4½	3 6	3 8
·82	2 4	2 5½	2 7	2 8½	2 10	3 0	3 1½	3 3	3 5	3 6½	3 8½
Correction in inches for a change of 10 ft. in the length.	1·0	1·0	1·0	1·0	1·0	1·0	1·1	1·1	1·1	1·1	1·1
Deduction in inches for Summer voyages	1½	1½	1½	1½	1½	2	2	2	2	2	2
Addition in inches for Winter, North Atlantic	3	3	3	3	3	3	3	3	3	3½	3½

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeb ard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or Eastern Ports in the United States, north of and including Baltimore, from October to March inclusive.

TABLE A—(*continued.*)

Cargo carrying Steam Vessels not having Spar or Awning Decks.

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Iron and Steel Steam Vessels.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(*Winter.*)									
	26·2	26·5	26·7	27·0	27·3	27·5	27·8	28·1	28·3	28·6
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*) Measured from Top of Deck at Side.									
	Moulded Depth and Length.									
	Ft. in. 19 6	Ft. in. 20 0	Ft. in. 20 6	Ft. in. 21 0	Ft. in. 21 6	Ft. in. 22 0	Ft. in. 22 6	Ft. in. 23 0	Ft. in. 23 6	Ft. in. 24 0
	Ft. 234	Ft. 240	Ft. 246	Ft. 252	Ft. 258	Ft. 264	Ft. 270	Ft. 276	Ft. 282	Ft. 288
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·68	3 5½	3 7½	3 9	3 11	4 0½	4 2½	4 4½	4 6½	4 8½	4 10½
·70	3 6½	3 8	3 10	3 11½	4 1½	4 3½	4 5½	4 7½	4 9½	4 11½
·72	3 7	3 8½	3 10½	4 0	4 2	4 4	4 6	4 8	4 10	5 0
·74	3 8	3 9½	3 11½	4 1	4 3	4 5	4 7	4 9	4 11	5 1
·76	3 8½	3 10	4 0	4 1½	4 3½	4 5½	4 7½	4 9½	4 11½	5 1½
·78	3 9½	3 11	4 1	4 2½	4 4½	4 6½	4 8½	4 10½	5 0½	5 2½
·80	3 10	3 11½	4 1½	4 3	4 5	4 7	4 9	4 11	5 1	5 3
·82	3 10½	4 0	4 2	4 3½	4 5½	4 7½	4 9½	4 11½	5 2	5 4
Correction in inches for a change of 10 ft. in the length	1·1	1·2	1·2	1·2	1·2	1·2	1·2	1·2	1·3	1·3
Deduction in inches for Summer voyages	2½	2½	2½	2½	2½	2½	3	3	3	3
Addition in inches for Winter, North Atlantic	3½	3½	3½	3½	4	4	4	4	4	4

TABLE A—(*continued*).

CARGO-CARRYING STEAM VESSELS NOT HAVING SPAR OR AWNING DECKS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL STEAM VESSELS.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(*Winter.*)									
	28·9	29·2	29·5	29·8	30·1	30·4	30·8	31·1	31·5	31·8
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*) MEASURED FROM TOP OF DECK AT SIDE.									
	Moulded Depth and Length.									
	Ft. in. 24 6	Ft. in. 25 0	Ft. in. 25 6	Ft. in. 26 0	Ft. in. 26 6	Ft. in. 27 0	Ft. in. 27 6	Ft. in. 28 0	Ft. in. 28 6	Ft. in. 29 0
	Ft. 294	Ft. 300	Ft. 306	Ft. 312	Ft. 318	Ft. 324	Ft. 330	Ft. 336	Ft. 342	Ft. 348
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·68	5 1	5 3½	5 5½	5 8	5 10	6 0½	6 3	6 5½	6 8	6 10½
·70	5 1½	5 4	5 6	5 8½	5 10½	6 1	6 3½	6 6½	6 9	7 0
·72	5 2½	5 5	5 7	5 9½	5 11½	6 2	6 4½	6 7½	6 10	7 1
·74	5 3	5 5½	5 7½	5 10	6 0½	6 3	6 5½	6 8½	6 11	7 2
·76	5 4	5 6½	5 8½	5 11	6 1½	6 4	6 6½	6 9½	7 0	7 3
·78	5 4½	5 7	5 9	5 11½	6 2	6 4½	6 7	6 10	7 1	7 4
·80	5 5½	5 8	5 10	6 0½	6 3	6 5½	6 8	6 11	7 2	7 5
·82	5 6½	5 9	5 11	6 1½	6 4	6 6½	6 9	7 0	7 3	7 6
Correction in inches for a change of 10 ft. in the length	1·3	1·3	1·3	1·4	1·4	1·4	1·4	1·4	1·5	1·5
Deduction in inches for Summer voyages	3	3½	3½	3½	3½	4	4	4	4	4½
Addition in inches for Winter, North Atlantic	4	4½	4½	4½	4½	4½	4½	5	5	5

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or Eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE A—(*continued*).

CARGO-CARRYING STEAM VESSELS NOT HAVING SPAR OR AWNING DECKS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL STEAM VESSELS.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.—(*Winter.*)									
	32·2	32·5	32·8	33·2	33·5	33·8	34·1	34·4	34·7	35·0
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*) MEASURED FROM TOP OF DECK AT SIDE.									
	Moulded Depth and Length.									
	Ft. in. 29 6	Ft. in. 30 0	Ft. in. 30 6	Ft. in. 31 0	Ft. in. 31 6	Ft. in. 32 0	Ft. in. 32 6	Ft. in. 33 0	Ft. in. 33 6	Ft. in. 34 0
	Ft. 354	Ft. 360	Ft. 366	Ft. 372	Ft. 378	Ft. 384	Ft. 390	Ft. 396	Ft. 402	Ft. 408
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·68	7 1	7 3½	7 6½	7 9	8 0	8 2½	8 5	8 7½	8 10½	9 1
·70	7 2½	7 5	7 8	7 10½	8 1½	8 4	8 6½	8 9	9 0	9 2½
·72	7 3½	7 6	7 9	7 11½	8 2½	8 5	8 7½	8 10	9 1	9 3½
·74	7 4½	7 7	7 10	8 0½	8 3½	8 6	8 9	8 11½	9 2½	9 5
·76	7 5½	7 8	7 11	8 1½	8 4½	8 7	8 10	9 0½	9 3½	9 6
·78	7 7	7 9½	8 0½	8 3	8 6	8 8½	8 11½	9 2	9 5	9 7½
·80	7 8	7 10½	8 1½	8 4	8 7	8 9½	9 0½	9 3	9 6	9 8½
·82	7 9	7 11½	8 2½	8 5	8 8	8 10½	9 1½	9 4	9 7	9 10
Correction in inches for a change of 10 ft. in the length	1·5	1·5	1·5	1·6	1·6	1·6	1·6	1·6	1·7	1·7
Deduction in inches for Summer voyages	4½	4½	5	5	5	5	5½	5½	5½	6
Addition in inches for Winter, North Atlantic	5	5	5½	5½	5½	5½	6	6	6	6

TABLE B.

CARGO-CARRYING SPAR DECK VESSELS.

TABLE of FREEBOARD to SPAR DECK for FIRST-CLASS SEA-GOING SPAR DECK STEAM VESSELS.—(In Salt Water.)

Coefficient of Fineness.	HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*)* MEASURED FROM TOP OF SPAR DECK AT SIDE.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 16 0	Ft. in. 16 6	Ft. in. 17 0	Ft. in. 17 6	Ft. in. 18 0	Ft. in. 18 6	Ft. in. 19 0	Ft. in. 19 6	Ft. in. 20 0	Ft. in. 20 6
	Ft. 276	Ft. 282	Ft. 288	Ft. 294	Ft. 300	Ft. 306	Ft. 312	Ft. 318	Ft. 324	Ft. 330
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·68	5 11	6 0	6 1½	6 2½	6 4	6 5½	6 7½	6 9	6 11	7 0½
·70	5 11½	6 0½	6 2	6 3½	6 5	6 6½	6 8½	6 10	7 0	7 1½
·72	6 0	6 1	6 2½	6 4	6 5½	6 7	6 9	6 10½	7 0½	7 2
·74	6 0½	6 1½	6 3	6 4½	6 6	6 7½	6 9½	6 11	7 1	7 3
·76	6 1	6 2	6 3½	6 5	6 6½	6 8	6 10	6 11½	7 1½	7 3½
·78	6 1½	6 2½	6 4	6 5½	6 7	6 8½	6 10½	7 0	7 2	7 4
·80	6 2	6 3	6 4½	6 6	6 7½	6 9	6 11	7 0½	7 2½	7 4½
·82	6 2½	6 3½	6 5	6 6½	6 8	6 9½	6 11½	7 1	7 3	7 5
Correction in inches for a change of 10 ft. in the length	1·0	1·0	1·0	1·0	1·0	1·0	1·1	1·1	1·1	1·1
Deduction in inches for Summer voyages	2½	2½	3	3	3	3	3½	3½	3½	4
Addition in inches for Winter, North Atlantic	3½	3½	4	4	4	4	4½	4½	4½	4½

* These tables apply to spar deck vessels in which the height at side between the main and spar decks is 7 ft. from top of beam to top of beam; when this height is greater or less than 7 ft. the freeboard to the spar deck will require modification.

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or Eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE B—(*continued*).

Cargo-carrying Spar Deck Vessels.

Table of Freeboard to Spar Deck for First-class Sea-going Spar Deck Steam Vessels.—(In Salt Water.)

Coefficient of Fineness.	HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter*)* Measured from Top of Spar Deck at Side.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 21 0	Ft. in. 21 6	Ft. in. 22 0	Ft. in. 22 6	Ft. in. 23 0	Ft. in. 23 6	Ft. in. 24 0	Ft. in. 24 6	Ft. in. 25 0	Ft. in. 25 6
	Ft. 336	Ft. 342	Ft. 348	Ft. 354	Ft. 360	Ft. 366	Ft. 372	Ft. 378	Ft. 384	Ft. 390
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·68	7 2½	7 4½	7 7	7 9	7 11½	8 2	8 4½	8 7	8 9½	9 0
·70	7 3½	7 5½	7 8	7 10	8 0½	8 3	8 5½	8 8	8 10½	9 1
·72	7 4	7 6	7 8½	7 10½	8 1	8 3½	8 6	8 8½	8 11	9 2
·74	7 5	7 7	7 9½	7 11½	8 2	8 4½	8 7	8 9½	9 0	9 3
·76	7 5½	7 7½	7 10	8 0	8 2½	8 5	8 7½	8 10	9 0½	9 3½
·78	7 6	7 8	7 10½	8 0½	8 3	8 5½	8 8	8 11	9 1½	9 4½
·80	7 6½	7 8½	7 11	8 1	8 3½	8 6	8 8½	8 11½	9 2	9 5
·82	7 7	7 9	7 11½	8 1½	8 4	8 7	8 9½	9 0½	9 3	9 6
Correction in inches for a change of 10 ft. in the length	1·1	1·2	1·2	1 2	1·2	1·2	1·3	1·3	1·3	1·3
Deduction in inches for Summer voyages	4	4	4½	4½	4½	5	5	5	5½	5½
Addition in inches for Winter, North Atlantic	5	5	5	5	5			5½	5½	5½

TABLE B—(*continued*).

CARGO-CARRYING SPAR DECK VESSELS.

TABLE of FREEBOARD to SPAR DECK for FIRST-CLASS SEA-GOING SPAR DECK STEAM VESSELS.—(In Salt Water.)

Coefficient of Fineness.	HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*)* MEASURED FROM TOP OF SPAR DECK AT SIDE.								
	Moulded Depth (to Main Deck) and Length.								
	Ft. in. 26 0	Ft. in. 26 6	Ft. in 27 0	Ft. in. 27 6	Ft. in. 28 0	Ft. in. 28 6	Ft. in. 29 0	Ft. in. 29 6	Ft. in. 30 0
	Ft. 396	Ft. 402	Ft. 408	Ft. 414	Ft. 420	Ft. 426	Ft. 432	Ft. 438	Ft. 444
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·68	9 2½	9 5½	9 8	9 1	10 2	10 5	10 8½	10 11½	11 3
·70	9 3½	9 6½	9 9	10 0	10 3	10 6	10 9½	11 0½	11 4
·72	9 4½	9 7½	9 10	10 1	10 4	10 7	10 10½	11 1½	11 5
·74	9 5½	9 8½	9 11	10 2	10 5	10 8	10 11½	11 2½	11 6
·76	9 6	9 9	10 0	10 3	10 6	10 9	11 0½	11 3½	11 7
·78	9 7	9 10	10 1	10 4	10 7	10 10	11 1½	11 4½	11 8
·80	9 7½	9 10½	10 1½	10 4½	10 7½	10 10½	11 2	11 5½	11 9
·82	9 8½	9 11½	10 2½	10 5½	10 8½	10 11½	11 3	11 6½	11 10
Correction in inches for a change of 10 ft. in the length	1·3	1·4	1·4	1·4	1·4	1·5	1·5	1·5	1·5
Deduction in inches for Summer voyages	5½	5½	6	6	6	6	6½	6½	6½
Addition in inches for Winter, North Atlantic	6	6	6	6	6	6	6½	6½	6½

* These tables apply to spar deck vessels in which the height at side between the main and spar decks is 7 ft. from top of beam to top of beam; when this height is greater or less than 7 ft. the freeboard to the spar deck will require modification.

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE C.

Cargo-carrying Awning Deck Vessels.

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Awning Deck Steam Vessels.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY TO MAIN DECK.—(*Winter.*)										
	15·0	15·1	15·2	15·3	15·4	15·5	15·7	15·8	16·0	16·2	16·4
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*) Measured from Top of Main Deck at Side.										
	Moulded Depth (to Main Deck) and Length.										
	Ft. in. 14 0	Ft. in. 14 6	Ft. in. 15 0	Ft. in. 15 6	Ft. in. 16 0	Ft. in. 16 6	Ft. in. 17 0	Ft. in. 17 6	Ft. in. 18 0	Ft. in. 18 6	Ft. in. 19 0
	Ft. 168	Ft. 174	Ft. 180	Ft. 186	Ft. 192	Ft. 198	Ft. 204	Ft. 210	Ft. 216	Ft. 222	Ft. 228
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·66	1 0	1 0½	1 1	1 1½	1 2	1 2½	1 3½	1 4	1 5	1 6	1 7
·68	1 0	1 0½	1 1	1 1½	1 2	1 2½	1 3½	1 4	1 5	1 6	1 7
·70	1 0½	1 1	1 1½	1 2	1 2½	1 3	1 4	1 4½	1 5½	1 6½	1 7½
·72	1 0½	1 1	1 1½	1 2	1 3	1 3½	1 4½	1 5	1 6	1 7	1 8
·74	1 1	1 1½	1 2	1 2½	1 3	1 3½	1 4½	1 5	1 6	1 7	1 8½
·76	1 1	1 1½	1 2	1 2½	1 3½	1 4	1 5	1 5½	1 6½	1 7½	1 8½
·78	1 1½	1 2	1 2½	1 3	1 4	1 4½	1 5½	1 6	1 7	1 8	1 9
·80	1 1½	1 2	1 2½	1 3	1 4	1 4½	1 5½	1 6	1 7	1 8	1 9
Correction in inches for a change of 10 feet in length	·5	·5	·5	·5	·5	·5	·5	·5	·5	·6	·6
Deduction in inches for Summer voyages	2	2	2	2	2	2½	2½	2½	2½	3	3
Addition in inches for Winter, North Atlantic	3	3	3	3	3	3½	3½	3½	3½	3½	4

TABLE C—(*continued*).

Cargo-carrying Awning Deck Vessels.

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Awning Deck Steam Vessels.—(In Salt Water.)

Coefficient of Fineness.	Percentage Reserve Buoyancy to Main Deck.—(*Winter.*)									
	16·7	16·9	17·2	17·4	17·7	18·0	18·3	18·6	18·9	19·2
	Corresponding Height of Freeboard Amidships.—(*Winter.*) Measured from Top of Main Deck at Side.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 19 6	Ft. in. 20 0	Ft. in. 20 6	Ft. in. 21 0	Ft. in. 21 6	Ft. in. 22 0	Ft. in. 22 6	Ft. in. 23 0	Ft. in. 23 6	Ft. in. 24 0
	Ft. 234	Ft. 240	Ft. 246	Ft. 252	Ft. 258	Ft. 264	Ft. 270	Ft. 276	Ft. 282	Ft. 288
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·66	1 8	1 9	1 10½	1 11½	2 1	2 2	2 3½	2 5	2 6½	2 8
·68	1 8	1 9	1 10½	1 11½	2 1	2 2½	2 4	2 5½	2 7	2 8½
·70	1 8½	1 9½	1 11	2 0	2 1½	2 3	2 4½	2 6	2 7½	2 9
·72	1 9	1 10	1 11½	2 0½	2 2	2 3½	2 5	2 6½	2 8	2 9½
·74	1 9	1 10	1 11½	2 0½	2 2	2 3½	2 5	2 6½	2 8	2 10
·76	1 9½	1 10½	2 0	2 1	2 2½	2 4	2 5½	2 7	2 8½	2 10½
·78	1 10	1 11	2 0½	2 1½	2 3	2 4½	2 6	2 7½	2 9	2 11
·80	1 10	1 11½	2 1	2 2	2 3½	2 5	2 6½	2 8	2 9½	2 11½
Correction in inches for a change of 10 feet in the length	·6	·6	·6	·6	·6	·6	·6	·6	·6	·6
Deduction in inches for Summer voyages.	3	3½	3½	3½	3½	4	4	4	4½	4½
Addition in inches for Winter, North Atlantic	4	4	4	4	4½	4½	4½	4½	4½	5

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic traders is to apply to vessels sailing to, or from, the Mediterranean, or any British or European Port, and which may sail to, or from, or call at Ports in British North America, or eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore,

TABLE C—(*continued*).

Cargo-carrying Awning Deck Vessels.

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Awning Deck Steam Vessels.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY TO MAIN DECK.—(*Winter.*)									
	19·6	19·9	20·3	20·6	21·0	21·4	21·9	22·3	22·8	23·3
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*) Measured from Top of Main Deck at Side.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 24 6	Ft. in. 25 0	Ft. in. 25 6	Ft. in. 26 0	Ft. in. 26 6	Ft. in. 27 0	Ft. in. 27 6	Ft. in. 28 0	Ft. in. 28 6	Ft. in. 29 0
	Ft. 294	Ft. 300	Ft. 306	Ft. 312	Ft. 318	Ft. 324	Ft. 330	Ft. 336	Ft. 342	Ft. 348
·66	Ft. in. 2 10	Ft. in. 3 0	Ft. in. 3 2	Ft. in. 3 4	Ft. in. 3 6½	Ft. in. 3 9	Ft. in. 3 11½	Ft. in. 4 2	Ft. in. 4 1½	Ft. in. 4 7
·68	2 10½	3 0½	3 2½	3 4½	3 7	3 9½	4 0	4 2½	4 5	4 7½
·70	2 11	3 1	3 3	3 5	3 7½	3 10	4 0½	4 3	4 5½	4 8
·72	2 11½	3 1½	3 3½	3 5½	3 8	3 10½	4 1	4 3½	4 6½	4 9
·74	3 0	3 2	3 4	3 6	3 8½	3 11	4 1½	4 4	4 7	4 9½
·76	3 0½	3 2½	3 4½	3 7	3 9½	4 0	4 2½	4 5	4 7½	4 10
·78	3 1	3 3	3 5	3 7½	3 10	4 0½	4 3	4 5½	4 8	4 10½
·80	3 1½	3 3½	3 5½	3 8	3 10½	4 1	4 3½	4 6	4 8½	4 11
Correction in inches for a change of 10 feet in the length	·7	·7	·7	·7	·7	·7	·7	·7	·7	·7
Deduction in inches for Summer voyages.	4½	5	5	5	5½	5½	5½	5½	6	6
Addition in inches for Winter, North Atlantic	5	5	5	5½	5½	5½	5½	5½	6	6

TABLE C—(*continued*).

CARGO-CARRYING AWNING DECK VESSELS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING AWNING DECK STEAM VESSELS.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY TO MAIN DECK.—(*Winter.*)									
	23·8	24·3	24·7	25·2	25·6	26·1	26·5	27·0	27·5	28·0
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS.—(*Winter.*) MEASURED FROM TOP OF MAIN DECK AT SIDE.									
	Moulded Depth (to Main Deck) and Length.									
	Ft. in. 29 6	Ft. in. 30 0	Ft. in. 30 6	Ft. in. 31 0	Ft. in. 31 6	Ft. in. 32 0	Ft. in. 32 6	Ft. in. 33 0	Ft. in. 33 6	Ft. in. 34 0
	Ft. 354	Ft. 360	Ft. 366	Ft. 372	Ft. 378	Ft. 384	Ft. 390	Ft. 396	Ft. 402	Ft. 408
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
·66	4 9½	5 0	5 2½	5 5½	5 8	5 11	6 1½	6 4½	6 7	6 10
·68	4 10	5 1	5 3½	5 6½	5 9	6 0	6 2½	6 5½	6 8	6 11
·70	4 10½	5 1½	5 4	5 7	5 9½	6 0½	6 3	6 6	6 8½	6 11½
·72	4 11½	5 2½	5 5	5 8	5 10½	6 1½	6 4	6 7	6 9½	7 0½
·74	5 0	5 3	5 5½	5 8½	5 11	6 2	6 4½	6 7½	6 10	7 1
·76	5 1	5 4	5 6½	5 9½	6 0	6 3	6 5½	6 8½	6 11	7 2
·78	5 1½	5 4½	5 7	5 10	6 0½	6 3½	6 6	6 9	6 11½	7 2½
·80	5 2	5 5	5 7½	5 10½	6 1	6 4	6 7	6 9½	7 0½	7 3½
Correction in inches for a change of 10 feet in the length	·8	·8	·8	·8	·8	·8	·8	·8	·8	·8
Deduction in inches for Summer voyages.	6	6	6	6	6½	6½	6½	6½	6½	6½
Addition in inches for Winter, North Atlantic	6	6	6	6	6½	6½	6½	6½	6½	6½

The above reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognized summer months. The additional freeboard specified for the North Atlantic or deck is to apply to vessels sailing to, or from, the Mediterranean, or any British or European Port, and which may sail to, or from, or call at Ports, in British North America, or eastern Ports in the United States, north of and including Baltimore, from October to March inclusive. Double the above reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

TABLE D.

Sailing Vessels.

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Iron and Steel Sailing Vessels, and Composite and Wood Vessels of the Highest Class.

(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY. (Iron Vessels.)								
	23·5	23·7	23·9	24·2	24·4	24·6	24·9	25·1	25·3
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS. Measured from Top of Deck at Side.								
Wood. / Composite. / Iron.	Moulded Depth and Length.								
	Ft. in. 10 0	Ft. in. 10 6	Ft. in. 11 0	Ft. in. 11 6	Ft. in. 12 0	Ft. in. 12 6	Ft. in. 13 0	Ft. in. 13 6	Ft. in. 14 0
	Ft. 100	Ft. 105	Ft. 110	Ft. 115	Ft. 120	Ft. 125	Ft. 130	Ft. 135	Ft. 140
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
— / — / ·64	1 5½	1 6½	1 7½	1 9	1 10½	1 11½	2 1	2 2½	2 3½
— / ·64 / ·66	1 5½	1 6½	1 7½	1 9	1 10½	2 0	2 1½	2 3	2 4
— / ·66 / ·68	1 6	1 7	1 8	1 9½	1 11	2 0½	2 2	2 3½	2 4½
·64 / ·68 / ·70	1 6	1 7	1 8½	1 10	1 11½	2 1	2 2½	2 4	2 5
·66 / ·70 / ·72	1 6½	1 7½	1 9	1 10½	2 0	2 1½	2 3	2 4½	2 5½
·68 / ·72 / ·74	1 6½	1 7½	1 9	1 10½	2 0	2 1½	2 3	2 4½	2 6
·70 / ·74 / —	1 7	1 8	1 9½	1 11	2 0½	2 2	2 3½	2 5	2 6½
·72 / — / —	1 7	1 8½	1 10	1 11½	2 1	2 2½	2 4	2 5½	2 7
Correction in inches for a change of 10 ft. in the length	·9	·9	·9	1·0	1·0	1·0	1·0	1·0	1·0

TABLE D—(*continued*).

SAILING VESSELS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL SAILING VESSELS, and COMPOSITE and WOOD VESSELS of the HIGHEST CLASS.
(In Salt Water.)

Coefficient of Fineness.			PERCENTAGE RESERVE BUOYANCY. (IRON VESSELS.)								
			25·5	25·7	26·0	26·2	26·4	26·6	26·8	27·1	27·3
			CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS. MEASURED FROM TOP OF DECK AT SIDE.								
			Moulded Depth and Length.								
Wood.	Composite.	Iron.	Ft. in. 14 6	Ft. in. 15 0	Ft. in. 15 6	Ft. in. 16 0	Ft. in. 16 6	Ft. in. 17 0	Ft. in. 17 6	Ft. in. 18 0	Ft. in. 18 6
			Ft. 145	Ft. 150	Ft. 155	Ft. 160	Ft. 165	Ft. 170	Ft. 175	Ft. 180	Ft. 185
			Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
—	—	·64	2 5	2 6½	2 8	2 9½	2 11	3 0½	3 2	3 3½	3 5
—	·64	·66	2 5½	2 7	2 8½	2 10	2 11½	3 1	3 2½	3 4	3 5½
—	·66	·68	2 6	2 7½	2 9	2 10½	3 0	3 1½	3 3	3 4½	3 6
·64	·68	·70	2 6½	2 8	2 9½	2 11	3 0½	3 2	3 3½	3 5	3 6½
·66	·70	·72	2 7	2 8½	2 10	2 11½	3 1	3 2½	3 4	3 5½	3 7½
·68	·72	·74	2 7½	2 9	2 10½	3 0	3 1½	3 3	3 4½	3 6	3 8
·70	·74	—	2 8	2 9½	2 11	3 0½	3 2	3 3½	3 5	3 6½	3 8½
·72	—	—	2 8½	2 10	2 11½	3 1	3 2½	3 4	3 5½	3 7	3 9
Correction in inches for a change of 10 ft. in the length			1·1	1·1	1·1	1·1	1·1	1·1	1·1	1·1	1·1
Addition in inches for Winter, North Atlantic			3	3	3	3	3	3	3½	3½	3½

The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of, and including Baltimore, from October to March inclusive.

TABLE D—(*continued*).

SAILING VESSELS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL SAILING VESSELS, and COMPOSITE and WOOD VESSELS of the HIGHEST CLASS.
(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY. (IRON VESSELS.)								
	27·5	27·7	27·9	28·1	28·3	28·5	28·7	28·9	29·1
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS. MEASURED FROM TOP OF DECK AT SIDE.								
	Moulded Depth and Length.								
Wood. / Composite. / Iron.	Ft. in. 19 0	Ft. in. 19 6	Ft. in. 20 0	Ft. in. 20 6	Ft. in. 21 0	Ft. in. 21 6	Ft. in. 22 0	Ft. in. 22 6	Ft. in. 23 0
	Ft. 190	Ft. 195	Ft. 200	Ft. 205	Ft. 210	Ft. 215	Ft. 220	Ft. 225	Ft. 230
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
— / — / ·64	3 6½	3 8	3 9½	3 11½	4 1	4 2½	4 4	4 6	4 7½
— / ·64 / ·66	3 7	3 8½	3 10	4 0	4 1½	4 3½	4 5	4 7	4 8½
— / ·66 / ·68	3 7½	3 9	3 11	4 0½	4 2	4 4	4 5½	4 7½	4 9
·64 / ·68 / ·70	3 8	3 9½	3 11½	4 1	4 2½	4 4½	4 6	4 8	4 9½
·66 / ·70 / ·72	3 9	3 10½	4 0½	4 2	4 3½	4 5½	4 7	4 9	4 10½
·68 / ·72 / ·74	3 9½	3 11	4 1	4 2½	4 4	4 6	4 7½	4 9½	4 11
·70 / ·74 / —	3 10	3 11½	4 1½	4 3	4 5	4 6½	4 8½	4 10½	5 0
·72 / — / —	3 10½	4 0	4 2	4 3½	4 5½	4 7½	4 9	4 11	5 1
Correction in inches for a charge of 10 ft. in the length	1·2	1·2	1·2	1·2	1·2	1·2	1·2	1·2	1·3
Addition in inches for Winter, North Atlantic	3½	4	4	4	4	4	4½	4½	4½

TABLE D—(*continued*).

SAILING VESSELS.

TABLE OF RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON and STEEL SAILING VESSELS, and COMPOSITE and WOOD VESSELS of the HIGHEST CLASS.
(In Salt Water.)

Coefficient of Fineness.			PERCENTAGE RESERVE BUOYANCY. (IRON VESSELS.)							
			29·3	29·5	29·7	29·9	30·1	30·3	30·5	30·7
			CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS. MEASURED FROM TOP OF DECK AT SIDE,							
			Moulded Depth and Length.							
Wood.	Composite.	Iron.	Ft. in. 23 6	Ft. in. 24 0	Ft. in. 24 6	Ft. in. 25 0	Ft. in. 25 6	Ft. in. 26 0	Ft. in. 26 6	Ft. in. 27 0
			Ft. 235	Ft. 240	Ft. 245	Ft. 250	Ft. 255	Ft. 260	Ft. 265	Ft. 270
			Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
—	—	·64	4 9½	4 11½	5 1½	5 3½	5 5½	5 7½	5 9½	5 11½
—	·64	·66	4 10	5 0	5 2	5 4	5 6	5 8	5 10	6 0½
—	·66	·68	4 11	5 1	5 3	5 5	5 7	5 9	5 11	6 1½
·64	·68	·70	4 11½	5 1½	5 3½	5 5½	5 7½	5 9½	5 11½	6 2
·66	·70	·72	5 0½	5 2½	5 4½	5 6½	5 8½	5 10½	6 0½	6 3
·68	·72	·74	5 1	5 3	5 5	5 7	5 9	5 11	6 1	6 3½
·70	·74	—	5 2	5 4	5 6	5 8	5 10	6 0	6 2	6 4½
·72	—	—	5 3	5 5	5 7	5 9	5 11	6 1	6 3	6 5½
Correction for a change of 10 ft. in the length			1·3	1·3	1·3	1·3	1·3	1·3	1·3	·1·4
Addition in inches for Winter, North Atlantic			4½	4½	5	5	5	5	5	5½

The additional freeboard specified for the North Atlantic trades is to apply to vessels saling to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of, and including Baltimore, from October to March inclusive.

TABLE D—(*continued*).

SAILING VESSELS.

TABLE of RESERVE BUOYANCY and FREEBOARD for FIRST-CLASS SEA-GOING IRON AND STEEL SAILING VESSELS.—(In Salt Water.)

Coefficient of Fineness.	PERCENTAGE RESERVE BUOYANCY.							
	30·9	31·2	31·4	31·7	32·0	32·3	32·6	33·0
	CORRESPONDING HEIGHT OF FREEBOARD AMIDSHIPS. MEASURED FROM TOP OF DECK AT SIDE.							
	Moulded Depth and Length.							
Iron.	Ft. in. 27 6	Ft. in. 28 0	Ft. in. 28 6	Ft. in. 29 0	Ft. in. 29 6	Ft. in. 30 0	Ft. in. 30 6	Ft. in. 31 0
	Ft. 275	Ft. 280	Ft. 285	Ft. 290	Ft. 295	Ft. 300	Ft. 305	Ft. 310
·64	Ft. in. 6 1½	Ft. in. 6 4	Ft. in. 6 6	Ft. in. 6 8	Ft. in. 6 10½	Ft. in. 7 0½	Ft. in. 7 3	Ft. in. 7 5
·66	6 2½	6 5	6 7	6 9	6 11½	7 1½	7 4	7 6
·68	6 3½	6 5½	6 8	6 10	7 0½	7 2½	7 5	7 7
·70	6 4	6 6½	6 8½	6 11	7 1	7 3½	7 5½	7 8
·72	6 5	6 7½	6 9½	7 0	7 2	7 4½	7 6½	7 9
·74	6 5½	6 8	6 10	7 0½	7 2½	7 5	7 7	7 9½
·76	6 6½	6 9	6 11	7 1½	7 3½	7 6	7 8	7 10½
Correction in ins. for a change of 10 ft. in the length	1·4	1·4	1·4	1·4	1·4	1·5	1·5	1·5
Addition in inches for Winter, North Atlantic	5½	5½	5½	5½	6	6	6	6

The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of, and including Baltimore, from October to March inclusive.

TABLE giving the WEIGHT in OUNCES per CUBIC FOOT of SAMPLES of SEA and RIVER WATER taken from the places enumerated below.

The Weight of a cubic foot of Fresh Water is.....1,000 ounces.
The Weight of a cubic foot of the densest Sea Water on the British Coast is .....1,025 ,,

Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.
ABERDEEN DISTRICT.			
Aberdeen	Aberdeen Harbour	—	1,015
Fraserburgh	Harbour	—	1,025
Banff	Do.	—	1,024
Lossiemouth	Do.	—	1,022
Buckie	Do.	—	1,024
Peterhead	Do.	—	1,024
Port Gordon	Do.	—	1,024
Inverness	Do.	—	1,000
BARROW DISTRICT.			
Barrow	Buccleugh Dock	—	1,007
Whitehaven	Queen's Dock	—	1,024
Do.	Workington (the Harbour)	High	1,000
Do.	Do. (Lonsdale Dock)	—	1,000
Do.	Maryport (Elizabeth Dock)	—	1,014
Do.	Do. (the Harbour)	High	1,005
BELFAST DISTRICT.			
Belfast	Harbour	High	1,011
BRISTOL DISTRICT.			
Bristol Channel	Avonmouth Dock	—	1,011
Do.	Portishead Dock	—	1,015
Bristol	Floating Harbour	—	1,000
Gloucester	Gloucester Docks	—	1,000
Do.	Sharpness Docks	—	1,000
Bridgwater	River Parret	—	1,009
CARDIFF DISTRICT.			
Newport	Alexandra Dock	—	1,008
Do.	Old Dock	—	1,008
Cardiff	Roath Basin	—	1,008
Do.	Penarth Basin	—	1,008

TABLE giving the WEIGHT in OUNCES per CUBIC FOOT of SAMPLES of SEA and RIVER WATER taken from the places enumerated below—*continued.*

Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.
CORK DISTRICT.			
Queenstown		High	1,025
Do.		Low	1,024
Cork		High	1,000
Kinsale		High	1,024
Do.		Low	1,022
Limerick	The Quay	High	1,000
Youghal		High	1,025
Do.		Low	1,025
DUBLIN DISTRICT.			
Wicklow	Harbour	High	1,025
Do.	Do.	Low	1,023
Drogheda	Do.	High	1,000
Arklow	Do.	High	1,024
Do.	Do.	Low	1,021
Balbriggan	Do.	High	1,000
Dublin	Do.	High	1,024
Do.	Do.	Low	1,008
Kingstown	Do.	High	1,025
Do.	Do.	Low	1,025
Skerries	Do.	High	1,024
Do.	Do.	Low	1,020
Howth	Do.	High	1,025
DUNDEE DISTRICT.			
Dundee		High	1,021
Do.		Low	1,006
Perth		High	1,000
Arbroath		High	1,024
Do.		Low	1,024
Montrose		High	1,024
Do.		Low	1,024
St. Andrew's		High	1,025
Do.		Low	1,025
GLASGOW DISTRICT.			
Glasgow	Bowling	High	1,000
Do.	Queen's Dock	—	1,000

TABLE giving the WEIGHT in OUNCES per CUBIC FOOT of SAMPLES of SEA and RIVER WATER taken from the places enumerated below—(*continued*).

Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.
GREENOCK DISTRICT.			
Greenock	Tail of the Bank	High	1,022
Do.	Do.	Low	1,017
Do.	Albert Harbour	High	1,016
Do.	Do.	Low	1,016
Do.	Victoria Harbour	High	1,018
Do.	Do.	Low	1,018
Port Glasgow	Dry Dock Gates	High	1,013
Do.	Do.	Low	1,007
Ayr		2 hrs after h. td.	1,003
Ardrossan	Wet Dock	High	1,024
Troon		High	1,023
Do.		Low	1,023
Campbeltown		—	1,024
HARTLEPOOL DISTRICT.			
West Hartlepool	Hartlepool Dock Gates	—	1,025
Do.	Loading Berth in Docks (West Hartlepool)	—	1,024
Stockton	River Tees	High	1,005
Do.	Do.	Low	1,000
Middlesbro'	Do.	High	1,012
Do.	Do.	Low	1,002
HULL DISTRICT.			
Hull	Victoria Dock	—	1,014
Do.	Humber off Hull	High	1,016
Do.	Albert Dock	—	1,015
Grimsby	Docks	—	1,018
Do.	Humber off Grimsby	—	1,020
Goole	Dock	—	1,000
LEITH DISTRICT.			
Leith	Albert Dock	—	1,022
Grangemouth	The Dock	—	1,008
Alloa	Do.	—	1,010
Granton		High	1,025
Do.		Low	1,025
Burntisland	The Dock	—	1,024
Bo'ness	Do.	—	1,021

TABLE giving the WEIGHT in OUNCES per CUBIC FOOT of SAMPLES of SEA and RIVER WATER taken from the places enumerated below—(*continued*).

Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.
	LIVERPOOL DISTRICT.		
Liverpool	Mersey	High	1,021
Do.	Do.	Low	1,018
Do.	Canada Dock	—	1,016
Do.	George Dock	—	1,018
Do.	Herculaneum Dock	—	1,018
Birkenhead	Great Float Dock	—	1,020
River Dee	Connah's Quay	—	1,018
Preston	River Ribble	Low	1,000
Fleetwood	River Wyre	High	1,024
Do.	Do.	Low	1,023
	LONDON DISTRICT.		
London	Thames off Horseferry Dock	High	1,009
Do.	Limehouse Basin, West India Docks	High	1,000
Do.	South-west entrance to West India Docks	High	1,000
Do.	Victoria Docks	—	1,005
Do.	Thames outside Victoria Docks	Low	1,000
Gravesend	Thames	High	1,019
Do.	Do.	Low	1,014
	MILFORD DISTRICT.		
Milford	The Haven off Milford	High	1,023
Do.	Do. do.	Low	1,015
	NEWCASTLE DISTRICT.		
Newcastle	Tyne Dock	—	1,023
Do.	Northumberland Dock	—	1,023
Do.	Tyne at Commissioners' Staithes	High	1,023
Do.	Do. do.	Low	1,018
Do.	Low Walker	High	1,013
Do.	Do.	Low	1,012
	PLYMOUTH DISTRICT.		
Plymouth	The Sound	High	1,025
Do.	Do.	Low	1,020

TABLE giving the WEIGHT in OUNCES per CUBIC FOOT of SAMPLES of SEA and RIVER WATER taken from the places enumerated below—(*concluded*).

Name of Port.	Dock, Harbour, or River from which Water was taken.	State of Tide.	Weight per Cubic Foot in Ounces.
	SOUTHAMPTON DISTRICT.		
Southampton	Southampton Dock Extension	High	1,023
Do.	Do. do.	Low	1,020
Weymouth	Weymouth Harbour	High	1,024
Do.	Do. do.	Low	1,023
Portsmouth	Portsmouth Camber	High	1,024
Poole	The River	—	1,022
Shoreham	River Adur (Shoreham)	High	1,025
Do.	Do. do.	Low	1,008
Littlehampton		High	1,024
Do.		Low	1,006
	SUNDERLAND DISTRICT.		
Sunderland	Seaham Harbour (Entrance)	—	1,024
Do.	Do. (Wet Dock)	—	1,024
Do.	Port of Sunderland (South Entrance to Harbour)	—	1,024
Do.	Do. Sunderland (South Wet Dock)	—	1,024
Do.	Do. (North Wet Dock)	—	1,024
Do.	Do. (Lambton Drops River Wear)	High	1,024
Do.	Do. Do.	Low	1,011
Do.	Do. (Hendon Wet Dock)	—	1,023

The following example illustrates the method by which the additional draught of water to which a vessel should be laden in water, partly salt, may be determined :—

A flush deck vessel of 20 feet moulded depth sails from Aberdeen Harbour. To what extent should she be laden beyond the load-line disc?

On referring to page 8 of the Freeboard Tables, it will be seen that this vessel should be laden deeper in *fresh* water than in *salt* to the extent of four inches. Also a cubic foot of fresh water weighs 1,000 ounces, while a cubic foot of the densest sea-water on the British Coast is found to weigh 1,025 ounces, the difference in weight being 25 ounces. The water in Aberdeen Harbour weighs 1,015 ounces per cubic foot, or 10 ounces less than salt water, and as for a difference of 25 ounces in weight per cubic foot the increased immersion is 4 inches, it will be seen that the increased draught of water with which this vessel should leave Aberdeen Harbour is $\frac{10}{25}$ths of 4 inches, or about 1½ inches.

BOARD OF TRADE,

MARINE DEPARTMENT, *August* 1890.

INSTRUCTIONS TO OFFICERS IN BRITISH POSSESSIONS ABROAD.

WITH REFERENCE TO THE MERCHANT SHIPPING ACT, 1890, RELATING TO LOAD LINES FOR MERCHANT SHIPS.

A copy of the Merchant Shipping Act, 1890, is annexed, together with a copy of the Regulations made by the Board of Trade under section 2 of the Act.

Under the Merchant Shipping Act, 1876, section 28 :—

"*Any owner or master of a British ship who neglects to cause his ship to be marked as by this Act required, or to keep her so marked, or who allows the ship to be so loaded as to submerge in salt water the centre of the disc, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate any of the said marks except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding one hundred pounds.*

"*If any of the marks required by this Act is in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding one hundred pounds.*"

The provisions of the Act of 1890, so far as they concern the issue of Certificates of Approval of the position of load-line discs in the case of ships registered in the United Kingdom, come into operation at the expiration of six months after the passing of the Act, *i.e.*, on the 9th December 1890 ; and in the case of ships registered in the British Possessions, at the expiration of twelve months after the passing of the Act, *i.e.*, on the 9th June 1891.

If the officer becomes aware of any infringement of the provisions above referred to, he should report full particulars of the case to the Board of Trade.

HENRY G. CALCRAFT, SECRETARY.
GEORGE J. SWANSTON, ASSISTANT SECRETARY.

M. 15856.
1890.

M. 16178.
1890.

MERCHANT SHIPPING ACT, 1890.

CHAPTER 9.

[9th June 1890.]

An Act to amend the Merchant Shipping Acts relating to load-line.

Be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Compulsory marking of load-line.

1. The Merchant Shipping Act, 1876, shall, from and after the expiration of six months after the passing of this Act, be construed as if in the twenty-sixth and twenty-seventh sections thereof the following sub-section were inserted instead of the sub-sections numbered (2) in those sections respectively:

"(2.) The centre of this disc shall be placed at such level below the deck-line marked under the provisions of this Act as may be approved by the Board of Trade, and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship."

Provided that the position of the disc shall be fixed in accordance with the tables framed by the Load-Line Committee appointed before the passing of this Act, subject to such allowance as may be made necessary by any difference between the position of the deck-line marked under the provisions of the Merchant Shipping Act, 1876, and the position of the line from which freeboard is measured under the said tables, and subject also to such modifications, if any, of the tables and the application thereof as may from time to time be sanctioned by the Board of Trade.

39 and 40 Vict., c. 80.

In sanctioning any such modifications, the Board of Trade shall have regard to any representations which may be made to them by any corporation or association for the survey or registry of shipping for the time appointed or approved by the Board of Trade for the purposes of this Act.

Regulations.

2.—(1.) The Board of Trade shall appoint the Committee of Lloyd's Register of British and Foreign Shipping, or, at the option of the owner of the ship, any other corporation or association for the survey or registry of shipping, approved by the Board of Trade, or any officer of the Board of Trade specially selected by the Board for that purpose, to approve and certify on their behalf from time to time the position of any such disc as aforesaid, and any alteration thereof, and may appoint fees to be taken in respect of any such approval or certificate.

(2.) The Board of Trade may make regulations—

(a) determining the lines or marks to be used in connexion with the disc, in order to indicate the maximum load-line under different circumstances and at different seasons, and declaring that the provisions of the Merchant Shipping Act, 1876, are to have effect as if any such line were drawn through the centre of the disc;

(*b*) as to the mode in which the disc and the lines or marks to be used in connexion therewith are to be marked or affixed on the ship, whether by painting, cutting, or otherwise ;

(*c*) as to the mode of application for, and form of certificates under this Act ; and

(*d*) requiring the entry of such certificates, and other particulars as to the draught of water and freeboard of the ship, in the official log-book of the ship, or other publication thereof on board the ship, and as to delivering copies of such entries.

All such regulations shall, while in force, have effect as if enacted by this Act.

Provision as to Colonial Ships.

3. Where the legislature of any British possession by any enactment provides for the fixing, marking, and certifying of load-lines on ships registered in that possession, and it appears to Her Majesty the Queen that the provisions of that enactment are based on the same principles as the provisions of this Act, and are equally effective for ascertaining and determining the maximum load-lines to which such ships can be safely loaded in salt water, and for giving notice of the load-line to persons interested, it shall be lawful for Her Majesty, by Order in Council, to declare that any load-line fixed and marked and any certificate given in pursuance of that enactment shall, with respect to ships so registered, have the same effect as if it had been fixed, marked, or given in pursuance of this Act.

Sections one and two of this Act shall not apply in the case of a ship registered in a British possession until the expiration of twelve months after the passing of this Act.

Provision as to Foreign Ships.

4. Where the Board of Trade certify that the laws and regulations for the time being in force in any foreign states with respect to overloading and improper loading are equally effective with the provisions of the Merchant Shipping Acts with respect thereto, it shall be lawful for Her Majesty by Order in Council to direct that, on proof of a ship of that state having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of the Merchant Shipping Acts, nor shall there arise any liability to any penalty which would otherwise arise for non-compliance with those provisions.

Provided that this section shall not apply in the case of ships of any foreign country in which it appears to Her Majesty that corresponding provisions are not extended to British ships.

Definition of "amidships."

5. For the purposes of the Merchant Shipping Act, 1876, as amended by this Act, the expression "amidships" shall mean the middle of the length of the load water-line as measured from the fore side of the stem to the aft side of the stern-post.

Short title.

6. This Act may be cited as the Merchant Shipping Act, 1890.

MERCHANT SHIPPING ACT, 1890.

LOAD-LINE.

BOARD OF TRADE, *August* 1890.

REGULATIONS made by the BOARD of TRADE under "THE MERCHANT SHIPPING ACT, 1890" (53 Vict., c. 9), to come into effect on and after the 9th December 1890.

HENRY G. CALCRAFT, Secretary.

AT THE COUNCIL CHAMBER, WHITEHALL,
23rd day of August 1890.

PRESENT:

The Right Honourable Sir MICHAEL E. HICKS-BEACH, Bart., M.P.

In pursuance of the provisions of the Merchant Shipping Act, 1890, the Board of Trade do hereby make the annexed regulations, and do hereby direct that these regulations shall come into effect on and after the 9th day of December 1890.

M. E. HICKS-BEACH, President.

THE MERCHANT SHIPPING ACTS, 1876 AND 1890.

REGULATIONS AS TO LOAD-LINE MARKS, CERTIFICATES, DRAUGHT OF WATER, AND FREEBOARD.

1. The lines to be used in order to indicate the maximum load-line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load-line shall be the upper edge of each of such lines.

2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked 21 inches forward of the centre of the disc. The maximum load-line in fresh water shall be marked abaft such vertical line, and the maximum load-lines in salt water shall be marked forward of such vertical line.

The arrow points in the direction of the vessel's head.

The provisions of the Merchant Shipping Act, 1876, shall have effect as if any such maximum load-line were drawn through the centre of the disc.

3. Such maximum load-lines be as follows, *viz.*:—

For fresh water,
„ Indian summer,
„ summer,
„ winter,
„ winter, North Atlantic,

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows:—

F.W.—Fresh water.
I.S.—Indian summer.
S.—Summer.
W.—Winter.
W.N.A.—Winter, North Atlantic.

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. Steamships shall be marked with such of the horizontal lines as aforesaid as are applicable to the nature of their employment, and sailing ships shall be marked with such of the abovementioned lines as indicate the maximum load-line for fresh water and for North Atlantic winter, but sailing ships engaged solely in the coasting trade shall only be marked with the line indicating the maximum load-line in fresh water.

5. The said disc, and the lines or marks to be used in connexion therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc and of each of the lines shall in the case of iron and steel vessels be permanently marked by centre punch marks, and shall in the case of wooden vessels be sunk for their breadths into the planking, a depth of not less than one quarter of an inch.

6. Application for a certificate of approval of the position of the disc or any alteration thereof shall be made in the form marked L.L. 1 in the schedule hereto and the Certificate shall be issued in duplicate in the form marked L.L. 2 or L.L. 3 in the schedule hereto as the case may be; one part shall be delivered to the applicant, and the other part shall be forthwith sent to the Assistant Secretary, Marine Department, Board of Trade.

7. The master of every British ship shall, before she leaves any dock, wharf, port, or harbour in the United Kingdom, Her Majesty's possessions, or in a foreign country, for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate so issued as aforesaid if not previously entered.

8. For the purpose of these Regulations the expression "amidships" shall mean the middle of the length of the load water-line as measured from the fore side of the stem to the aft side of the stern post.

Dated this 23rd day of August 1890.

M. 16158.
1890.

SCHEDULE.

FORM L.L. 1.

APPLICATION for CERTIFICATE of APPROVAL of the position of a LOAD-LINE DISC under the provisions of the Merchant Shipping Acts, 1876 and 1890.

Application is hereby made to for a certificate of approval of the position [or alteration of the position] of a load-line disc on the Official No. .
[The vessel is classed in] [is not classed].

The vessel is [is not] intended to be employed in the Indian Ocean.

The vessel is [is not] intended to be employed in the North Atlantic Trade.

No application has been made for a certificate of approval of the position [or alteration of the position] of a load-line disc on this vessel to any other authority appointed in accordance with section 2 of the Merchant Shipping Act, 1890.

Dated this day of 189 .

Managing Owner.

FORM L.L. 2.

CERTIFICATE of APPROVAL of the POSITION [Alteration of the Position] of the DISC on the Steamship " ," Official No. , in pursuance of the Merchant Shipping Acts, 1876 and 1890.

The [

[

[I, , an officer of the Board of Trade] have approved, on behalf of the Board of Trade, the position [or alteration of the position] of the disc on the Steamship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck-line marked under the provisions of the Merchant Shipping Act, 1876.

This Certificate is to remain in force only so long as

Dated this *day of* 18 .

(Signed)

POSITION of LINES to be used in connexion with the disc.

Maximum load-line in fresh water feet inches above the centre of the disc.

Maximum load-line in Indian summer feet inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter feet inches below the centre of the disc.

Maximum load-line in North Atlantic winter feet inches below the centre of the disc.

Note.—In accordance with regulations made by the Board of Trade the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this Certificate are to be entered in the official log.

FORM L.L. 3.

CERTIFICATE of APPROVAL of the POSITION [Alteration of the Position] of the DISC on the Sailing Ship " ," Official No. , in pursuance of the Merchant Shipping Acts, 1876 and 1890.

The [ ]

[ ].

[I, , an officer of the Board of Trade] have approved, on behalf of the Board of Trade, the position [or alteration of the position] of the disc on the Sailing Ship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876.

This Certificate is to remain in force only so long as

Dated this *day of* 18 .

(Signed)

POSITION of LINES to be used in connexion with the disc.

Maximum load-line in fresh water feet inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, feet inches below the centre of the disc.

Moulded depth of vessel.

Note.—In accordance with the Regulations made by the Board of Trade the disc and lines must be permanently marked by centre punch marks or cutting and the particulars given in this Certificate are to be entered in the official log.

BOMBAY CHAMBER of COMMERCE, *5th February* 1891.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed to confirm the following telegram despatched to your address this afternoon :—

"Committee of Bombay Chamber would thank you to "favor them with copy of your criticism to "Government on Bill to amend Inland Steam "Vessels Act, as also on Bill to amend Act 10 "of 1841, Bill to supplement Indian Ports "Act 1889, and Bill to amend Indian Merchant "Shipping Act, 1880. This Chamber desires as "far as possible to support your recommenda- "tions in connection with these measures."—

"I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER of COMMERCE, *3rd March* 1891.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 4 of 3rd January, handing copy of a Bill to amend Act VII of 1880, on which Government is desirous of obtaining the opinion of this Chamber.

2. In reply, I am directed to say that the general purport of the proposed enactment meets with the approval of the Chamber, but there are two important omissions which the members of this Chamber would desire to see embodied in the measure before it was passed into law. The first omission is that the Bill contains no provision equivalent

to section 4 of the English Merchant Shipping Act, 1890, with regard to foreign-owned ships. This is a matter of moment in British India, as there is a considerable number of foreign-owned vessels and steamers engaged both in the foreign and coasting trade of the country, and if they are to be treated on a different basis from British owned vessels, it will leave room for a certain amount of unfair competition.

2. The draft Bill also omits to provide for the marking of a load-line on native vessels such as dhows, buggalows, pattimars, &c. Some of these are now built of very heavy tonnage, and as the draft now stands would remain quite unrestricted as to the depth to which they might be loaded, thus placing them on quite a different footing from ships or vessels built in European fashion with laid decks. The Chamber is of opinion that these vessels should be compelled to adopt a load-line based on some fair system of estimating their capacity and relative buoyancy.

3. I am to add that the Chamber trusts that in preparing the rules under section 40 of the Bill, Government will be pleased to have regard to the observations of this Chamber in their letter of 23rd December 1890, with respect to the difference which prevails between the weather in India and on the British Coast.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER of COMMERCE, 11*th March* 1891.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—With reference to my telegram of the 5th ultimo, asking you to favor this Chamber with copies of your criticisms to Government on various draft Bills then under consideration, the Bombay Government having pressed for replies the Committee have felt constrained to report upon the proposed measures without awaiting your answer, and I am now directed to forward, for the information of the Bengal Chamber, copies of the reports in question.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 343—91.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 11*th March* 1891.

To JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—With apologies for the delay which has taken place, I have now to hand you the papers asked for in your telegram and letter of 5th February.—I am, &c.,

S. E. J. CLARKE, Secretary.

No. 76—91.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 16*th January* 1891.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY, GOVERNMENT of BENGAL, Public Works (Marine) Department.

Marine.

SIR,—I have now by direction of the Committee of the Chamber of Commerce to acknowledge receipt of your letter No. 3450 Marine, dated 30th December last, issued on the 2nd January current, giving cover to copy of a Bill to amend the Indian Merchant Shipping Act, 1880, with the Statement of Objects and Reasons, and requesting an expression of the Chamber's views thereon before the 15th current.

The Bill is based upon the provisions of Sections 1 and 2, Cap. 9, of the Statute 53 Vict., relating to Load-lines in the case of vessels about to enter outwards from the ports of the United Kingdom, and to ships employed in the coasting trade on the coasts of that Kingdom, and the Committee can see no objection to those provisions being applied to British India.—I have, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER of COMMERCE, 4*th November* 1891.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed by the Committee of this Chamber to solicit the attention of His Excellency the Governor in Council to Act XVII of 1891, being an "Act to amend the Indian Merchant Shipping Act, 1880," which was published in the *Gazette of India* of 22nd August 1891.

2. When reporting upon the provisions of this Act, under date of 3rd March 1891, this Chamber took occasion

to point out how inequitable it would be to exempt native craft, not square-rigged, from the operation of the law, but no notice whatever appears to have been taken of this protest, and native vessels are accordingly placed on a much more favorable footing as regards load-line than British-built ships. As already mentioned, there are a large number of dhows, buggalows, pattimars, &c., engaged both in the foreign and coast-wise trade from India, which are of very heavy tonnage, and the Committee of the Chamber fail to see why they should be exempt from the law, which is only meant for the due protection of crews and passengers.

3. They have accordingly the honor to request that His Excellency the Governor in Council may be pleased to obtain the sanction of His Excellency the Governor-General in Council, under Section 2 of the amending Act, to bring again within the operation of the law, by special notification, any craft not square-rigged.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX C.

BILL TO AMEND ACT X OF 1841.

No. 3 of 1891.

MARINE DEPARTMENT,
BOMBAY CASTLE, 3*rd January* 1891.

From the SECRETARY to GOVERNMENT, to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith copy of a Bill to amend Act X of 1841 and its Statement of Objects and Reasons, and to request that you will have the goodness to favour Government by an early date with the opinion of the Chamber on the provisions of the Bill.—I have, &c.,

B. H. POTTINGER, Major-General,
Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The tonnage of ships or vessels to be registered under Act X of 1841 is ascertained by methods which were based on those prescribed by English law at the time the Act was passed. These methods have been superseded by those prescribed in the English Merchant Shipping Act, 1854, and Merchant Shipping (Tonnage) Act, 1889.

It is desirable on general grounds that rules as to measurement of tonnage should, so far as possible, be uniform in the United Kingdom and in British possessions; and it is specially desirable that ships owned by British subjects, wherever the ships may have been registered, should, as regards payment of coast-light and port dues, be subject in India to like liabilities in proportion to their respective tonnage.

The object of the Bill is to bring about this uniformity in the treatment of British and British Indian ships.

13*th December*, 1890. D. BARBOUR.

A BILL TO AMEND ACT X OF 1841.

WHEREAS it is expedient to amend the Act of the Governor-General in Council, No. X of 1841 (*an Act for prescribing the rules to be observed in order that ships or vessels belonging to ports within the territories of the East India Company, or belonging to native Princes or States, or their subjects, may become entitled to the privileges of British ships under a proclamation of the Governor General of India in Council made in pursuance of the Statute* 3 *&* 4 *Vict.*, *c.* 56); It is hereby enacted as follows :—

Repeal of a word in section 2, Act X of 1841.

1. In section 2 of the said Act, the word "Singapore" is hereby repealed.

2. For that portion of section 3 of the said Act, beginning with the words "the persons now authorised" and ending with the words "such other or different persons," the words "such persons" shall be substituted.

Amendment of section 3, Act X of 1841.

3. For sections 8 to 12, both inclusive, of the said Act the following shall be substituted, namely :—

Substitution of new sections for sections 8 to 12, Act X of 1841.

"8. The certificate of the surveying officer shall be in the form marked A in the Schedule to the Merchant Shipping Act, 1854, specifying the tonnage and build of the ship or vessel and such other particulars descriptive of her identity as may from time to time be required by the Local Government; and such certificate shall be delivered to the registering officer before registry.

Certificate of surveying officer.

"9. The tonnage of a ship or vessel required by law to be registered shall, previous to her being registered, be measured and ascertained according to such of the rules contained in the Merchant Shipping Act, 1854, as amended by subsequent Acts (including the Merchant Shipping (Tonnage) Act, 1889) as apply to measurement of tonnage for the purpose of registry.

Rules of measurement of tonnage for purpose of registry.

"10. The tonnage of a ship or vessel requiring to be measured for any purpose other than registry shall be measured and ascertained according to such of the rules contained in the Merchant Shipping Act, 1854, amended as aforesaid, as apply to measurement of tonnage for a purpose other than registry.

Rules for measurement of tonnage for purpose other than registry.

"11. The rules referred to in section 9 and section 10 of this Act shall, in their application to measurement of tonnage for the purposes of this Act, or of any enactment, rule, or order referring to this Act, be read and construed as if the Local Government were therein named instead of the Board of Trade or the authority for which the Board of Trade has been substituted by section 3 of the Merchant Shipping Act, 1872.

Substitution of Local Government for Board of Trade in application of rules aforesaid.

"12. The true amount of the register tonnage of every ship or vessel to be measured and ascertained according to the rules referred to in section 9 of this Act shall be deeply carved or cut in figures of at least three inches in length on the main beam of every such ship or vessel prior to her being registered."

Marking of register tonnage on ship or vessel.

4. In section 14 of the said Act, to the word "tonnage," wherever it occurs, the word "register" shall be prefixed and for the words "rules herein prescribed," the words "said rules" shall be substituted.

Amendment of section 14, Act X of 1841.

5. In section 15 of the said Act, for the words "in manner provided by Act No. II of 1839," the words and figures "in the manner in which a fine is recoverable under the provisions of the Indian Penal Code and the Code of Criminal Procedure, 1882," shall be substituted.

Amendment of section 15, Act X of 1841.

6. (1) In section 17 of the said Act the word "that," where it occurs before the words "the owner or owners" and before the words "if such owner or owners," is hereby repealed.

Repeal of words in section 17, Act X of 1841.

(2) To the same section the words "recoverable as aforesaid" shall be added.

7. In section 23 of the said Act, after the words "ten thousand rupees" the words "recoverable aforesaid" shall be inserted.

Amendment of section 23, Act X of 1841.

BOMBAY CHAMBER of COMMERCE, 16*th February* 1891.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to inform you that the draft Bill to amend Act X of 1841, received with your letter No. 3 of 3rd January, having been considered by a Special Committee, meets with the entire approval of the Chamber.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 77-91.

BENGAL CHAMBER of COMMERCE,

CALCUTTA, 16*th January* 1891.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY, GOVERNMENT of BENGAL, Public Works (Marine) Department.

Marine.

SIR,—I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your No. 3451 Marine, dated 30th December last, enclosing copy of a Bill before the Legislative Council of His Excellency the Governor-General to amend Act X of 1841, and requesting that the Lieutenant-Governor may receive an expression of the Chamber's opinion on the provisions of the Bill before the 15th current.

In reply, I am to say that the Committee, supported by the views of the Sub-Committee on shipping, see no reason to object to the alterations proposed. There is, however, one point which they regard as of great importance and in regard to which they trust their suggestion will have the support of His Honor's Government. In Section 4 of the Bill no distinction is made as regards "register tonnage" between sailing ships and steamers. The Committee think that this should be made clear and that as regards steamers the expression to be used should be "net register tonnage."—I have, &c.,

S. E. J. CLARKE, Secretary.

APPENDIX D.

BILL TO AMEND AND SUPPLEMENT THE INDIAN PORTS ACT, 1889.

No. 386 OF 1891.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16*th January* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith a copy of the Bill to amend and supplement the Indian Ports Act, 1889, with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill.—I have, &c.,

J. DE C. ATKINS,
Acting Under Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The question having recently been raised whether clause (*h*) of section 6, sub-section (1), of the Indian Ports Act, 1889, is sufficient authority for the making of such rules with respect to the movements of vessels in ports as are not only absolutely essential for the public safety but as have for the last thirty-five years been made under that clause and the corresponding clauses in the Ports Acts of 1855 and 1875 and been consistently acted upon by both Courts and port-authorities, this Bill has been prepared for the purpose of setting that question at rest.

9*th January* 1891. D. BARBOUR.

A BILL TO AMEND AND SUPPLEMENT THE INDIAN PORTS ACT, 1889.

Whereas it is expedient to amend and supplement the Indian Ports Act, 1889; It is hereby enacted as follows:—

Substitution of new clause for section 6 (1) (*a*), Act X of 1889.

1. For clause (*a*) of section 6, sub-section (1), of the Indian Ports Act, 1889, the following shall be substituted, namely:—

"(*a*) for regulating the time and hours at and during which, the speed at which, and the manner and conditions in and on which, vessels generally, or vessels of any class defined in the rules, may enter, leave or be moved in any port subject to this Act."

Saving of past rules respecting the moving of vessels in ports.

2. Any direction which, having been issued by a Local Government and published in an *Official Gazette*, expressly purports, or may be reasonably held to have been intended, to be a rule under section 7, clause 8, of Act XXII of 1855, or under section 7, clause (*h*) of the Indian Ports Act, 1875, or under section 6, sub-section (1), clause (*h*), of the Indian Ports Act, 1889, or under any other law for the time being in force, with respect to the moving of vessels in any port which is at the commencement of this Act subject to the Indian Ports Act, 1889, shall, if the direction has not been cancelled by the local Government by a notification in an *Official Gazette* and could, after the commencement of this Act, be issued as a rule made under clause (*a*) of section 6, sub-section (1), of the Indian Ports Act, 1889, as amended by the foregoing section of this Act, be deemed to have been issued as a rule made under that clause.

Definitions.

3. The expressions "port" and "vessel" in this Act have respectively the same meanings as in the Indian Ports Act, 1889.

BOMBAY CHAMBER of COMMERCE, 17*th February* 1891.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor, by direction of the Committee, to acknowledge the receipt of your letter No. 386 of 16th January, covering copy of a Bill to amend and supplement the Indian Ports Act, 1889, respecting which Government desires the opinion of the Chamber.

2. I am directed to say in reply that while the Committee of the Chamber approve of the provisions of the Bill, they would have preferred before discussing it to have had some more definite information as to the reasons which have rendered the Bill advisable or necessary. In the "Statement of Objects and Reasons" appended to the Bill it is stated that the question having recently been raised whether clause (*h*) of section 6, sub-section (1), of the Indian Ports Act, 1889, is sufficient authority for the making of such rules, &c. This would appear to indicate that some special circumstances had arisen which had shown the desirability of amending the law, and if information as to these circumstances or the papers connected therewith had been furnished to the Chamber it would have greatly assisted the Committee in forming an opinion on the measure.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 112—91.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 21*st January* 1891.

From S. E. J. CLARKE, Esq., Secretary, BENGAL CHAMBER of COMMERCE, to the SECRETARY, GOVERNMENT of BENGAL, Public Works (Marine) Department.

Marine.

SIR,—I am instructed to acknowledge receipt of your letter No. 181 Marine, dated the 15th of January current, forwarding copy of a Bill to amend and supplement the Indian Ports Act, 1889, with a Statement of Objects and Reasons and requesting the Chamber to submit an expression of opinion on the provisions of the Bill before the 27th of this month.

In reply, I am to say that the Committee of the Chamber of Commerce see no objection to be urged against the passing of the Bill in the form it has reached therein.—I have, &c.,

S. E. J. CLARKE, Secretary.

APPENDIX E.

BILL TO AMEND THE INLAND STEAM VESSELS ACT, 1884.

No 26 of 1891.

MARINE DEPARTMENT,
BOMBAY CASTLE, 29*th January* 1891.

From the SECRETARY to GOVERNMENT, to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith copy of a Bill to amend Act VI of 1884 and its Statement of Objects and Reasons, and to request that you will have the goodness to favor Government by an early date with the opinion of the Chamber on the provisions of the Bill.—I have, &c.,

B. H. POTTINGER, Major-General,
Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The objects of this Bill are two—

(1) to authorise a third class of masters and a second class of engine-drivers, and

(2) to enable Local Governments to assure themselves that holders of Board of Trade, Colonial and local certificates for sea-going ships are qualified to act as masters or engineers, as the case may be, of inland steam-vessels.

As regards the first object, it is obviously in the interest of the owners of inland steam-vessels that there should be a third-class of masters and a second-class of engine-drivers for the working of small steam-vessels. For the navigation of such vessels persons with qualifications inferior to those which must be required from masters and engineers of steam-vessels having engines up to seventy-nine horse-power may, it is considered, be permitted to act as masters and engineers.

As regards the second object of the Bill, experience has shown that a competent navigator of a sea-going ship is not necessarily a competent navigator of an inland steam-vessel in waters where some local and special knowledge may be absolutely essential for the safe conduct of the vessel.

21*st January* 1891. D. BARBOUR.

A BILL TO AMEND THE INLAND STEAM-VESSELS ACT, 1884.

WHEREAS it is expedient to amend the Inland Steam-vessels Act, 1884; It is hereby enacted as follows :—

Substitution of new Chapter for Chapter III, Act VI, 1884.

1. For Chapter III of the said Act the following shall be substituted, namely :—

"CHAPTER III.

"MASTERS AND ENGINEERS OF INLAND STEAM-VESSELS.

Appointment of examiners.

"22. The Local Government may, from time to time, appoint persons for the purpose of examining the qualifications of persons desirous of obtaining certificates of competency as masters or as engineers or engine-drivers of inland steam-vessels.

Grant of master's certificates of competency.

"23 (1) The Local Government shall grant to every person who is reported by the examiners to possess the necessary qualifications a certificate of competency to the effect that he is competent to act as a first-class, second-class or third-class master, as the case may be, of an inland steam-vessel.

"(2) Every certificate granted under this section shall be in the prescribed form.

Grant of engineers' and engine-drivers' certificates of competency.

"24. (1) The Local Government shall grant to every person who is reported by the examiners to possess the necessary qualifications a certificate of competency to the effect that he is competent to act as an engineer or first-class or second-class engine-driver, as the case may be, of an inland steam-vessel.

"(2) Every certificate granted under this section shall be in the prescribed form.

Power for Local Government to require re-examination or further inquiry.

"25. Before granting a certificate under either of the two last foregoing sections, the Local Government may, if it has reason to believe that the report of the examiners regarding any applicant has been unduly made, require a re-examination of the applicant or a further inquiry into his testimonials and character.

Grant of certificates of service.

"25A. (1) The Local Government may in its discretion grant without examination to any person who has served as a master, or as an engineer or engine-driver, of an inland steam-vessel before the first day of April, 1890, a certificate of service to the effect that he may act as a first-class, second-class or third-class master, or as a engineer or first or second class engine-driver, as the case may be, of an inland steam-vessel.

"(2) A certificate of service so granted shall have the same effect as a certificate of competency granted under this Act after examination.

"26. Every certificate of competency or service granted under this Act shall be made in duplicate, and one copy shall be delivered to the person entitled to the certificate, and the other shall be kept and recorded in the prescribed manner.

Certificates to be made in duplicate.

"27. Whenever a master or an engineer or an engine-driver proves, to the satisfaction of the Local Government which granted his certificate, that he has, without fault on his part, lost or been deprived of it, a copy of the certificate to which, by the record kept as provided by law, he appears to be entitled shall be granted to him, and shall have all the effect of the original.

Copy of certificate to be granted in certain cases.

"28. (1) An inland steam-vessel having engines of eighty nominal horse-power or upwards shall not proceed on any voyage unless she has—

Nature of certificates necessary in case of different steam-vessels.

(*a*) as her master a person possessing a first-class master's certificate granted under this Act or a master's certificate granted under Act I of 1859 (*for the amendment of the law relating to Merchant Seaman*) or the Merchant Shipping Acts, 1854 to 1889, or to which the provisions of any such Act have been made applicable under the Merchant Shipping (Colonial) Act, 1869, and

(*b*) as her engineer a person possessing an engineer's certificate granted under this Act or the Indian Steam-ships Act, 1884, or the Merchant Shipping Acts, 1854 to 1889, or to which the provisions of any such Act have been made applicable under the Merchant Shipping (Colonial) Act, 1869.

"(2) An inland steam-vessel having engines of thirty nominal horse-power or upwards but of less than eighty nominal horse-power shall not proceed on any voyage unless she has—

(*a*) as her master a person possessing a second-class master's certificate granted under this Act or a certificate of the higher grade of the nature referred to in clause (*a*) of sub-section (*1*), and

(*b*) as her engineer a person possessing a first-class engine-driver's certificate granted under this Act or an engine-driver's certificate granted under the Indian Steam-ships Act, 1884, or a certificate of the higher grade of the nature referred to in clause (*b*) of sub-section (1):

Provided that a steam-vessel shall be deemed to have complied with this sub-section if she has as her master and engineer a person possessing both a second class master's certificate and a first class engine-driver's certificate granted under this Act.

"(3) An inland steam-vessel having engines of less than thirty nominal horse power shall not proceed on any voyage unless she has—

(*a*) as her master a person possessing a third-class master's certificate granted under this Act or a certificate of the higher

grade of the nature referred to in clause (*a*) of sub-section (1) or sub-section (2), and

(*b*) as her engineer a person possessing a second-class engine-driver's certificate granted under this Act or an engine driver's certificate granted under the Indian Steam-ships Act, 1884, or a certificate of the higher grade of the nature referred to in clause (*b*) of sub-section (1) or sub-section (2) :

Provided that a steam-vessel shall be deemed to have complied with this sub-section if she has as her master and engineer a person possessing both a third-class master's certificate and a second-class engine-driver's certificate granted under this Act..

"(4) Notwithstanding anything in sub-section (1), sub-section (2) or sub-section (3), the Local Government may, by general or special order, direct that a person possessing a master's certificate granted under Act I of 1859 (*for the amendment of the law relating to Merchant Seamen*) or the Merchant Shipping Acts, 1854 to 1889, or to which the provisions of any such Act have been made applicable under the Merchant Shipping (Colonial) Act, 1869, or possessing an engineer's certificate granted under the Indian Steam-ships Act, 1884, or the Merchant Shipping Acts, 1854 to 1889, or to which the provisions of any such Act have been made applicable under the Merchant Shipping (Colonial) Act, 1869, shall not act as master or engineer, as the case may be, of an inland steam-vessel unless he also possesses, in the case of a master, such a master's certificate granted under this Act as qualifies him under this section to act as master of the vessel, or, in the case of an engineer, such an engineer's or engine-driver's certificate granted under this Act as qualifies him under this section to act as engineer of the vessel :

"Provided that, for the purposes of this sub-section, the Local Government may, in its discretion, grant without examination a master's, engineer's or engine-driver's certificate of competency under this Act and that a certificate of competency so granted without examination shall have the same effect as a certificate of competency granted under this Act after examination.

Power for Local Government to make rules as to grant of certificates of competency and certificates of service.

"29. (1) The Local Government may make rules to regulate the granting of certificates of competency under this Act, and may by such rules—

(*a*) provide for the conduct of the examination of persons desirous of obtaining certificates of competency as masters, engineers or engine-drivers under this Act ;

(*b*) prescribe the qualifications to be respectively required of persons desirous of obtaining first-class masters' certificates, second-class masters' certificates, third-class masters' certificates, engineers' certificates, first class engine-drivers' certificates and second-class engine-drivers' certificates, respectively ;

(*c*) fix the fees to be paid by all applicants for examination ; and

(*d*) prescribe the form in which certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.

"(2) The Local Government may also make rules with respect to the grant of certificates of service under this Act, and may by such rules—

(*a*) fix the fees to be paid for such certificates and

(*b*) prescribe the form in which such certificates are to be framed and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded."

Substitution of new clause for clause (*c*) section 43, Act VI, 1884.

2. For clause (*c*) of section 43 of the said Act the following shall be substituted, namely :—

"(*c*) if, in the case of a second-class or third-class master or an engine-driver, the master or engine-driver is, or has become, in the opinion of the Local Government, unfit to act as a second-class or third-class master or an engine-driver, as the case may be."

Repeal of sections 9, 10 and 11, Act III, 1890.

3. Sections 9, 10 and 11 of Act III of 1890 (*an Act to amend Acts VI and VII of* 1884) are hereby repealed.

BOMBAY CHAMBER OF COMMERCE, *3rd March* 1891.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to acknowledge the receipt of your letter No. 26 of 29th January last, forwarding copy of a Bill to amend Act VI of 1884, regarding which the opinion of the Chamber is requested.

2. I am to say that the Chamber approves of the provisions of the Bill and would merely suggest that in framing the rules under the Act, care should be taken to provide for the examination of both third-class masters and second-class engine-drivers in their native languages, as it is quite possible that the men, while fully competent to perform their duties, might be deficient in a knowledge of the English language sufficient to enable them to pass an examination therein.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3103 OF 1891.

POONA, 30*th June* 1891.

From the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, to the SECRETARY, CHAMBER of COMMERCE, Bombay,

SIR,—I have the honour to forward herewith 180 copies of Notification, Marine Department, No. 66, dated 24th June 1891, showing the amended alterations proposed to be made in the draft rules under the Inland Steam Vessels Act VI. of 1884, and to request that the same may be circulated among agents and owners of steam vessels.—I have, &c.,

W. W. LOCH,

Acting Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, 17*th July* 1891.

The ACTING COMMISSIONER of CUSTOMS, Salt, Opium and Abkari, Bombay.

SIR,—In acknowledging receipt of your letter No. 3103 of the 30th ultimo, I am directed by the Committee to point out to you that the notifications only reached this office on 10th July, and that as objections or suggestions regarding the amended alterations were required to be sent in to Government by the 15th instant, there was no time for circulating them and obtaining criticisms from steamship agents as desired.

I am also directed to point out that the Notification was issued along with the daily newspapers on the 14th and 15th instant.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3946 OF 1891.

POONA, 5*th August* 1891.

From the COMMISSIONER of CUSTOMS, Salt, Opium and Abkari, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 17th ultimo, I have the honor to invite your attention to Government Notification No. 83, dated 24th idem (published at page 633 of part I. of the *Government Gazette* of 30th idem), to the effect that the alterations proposed to be made in the draft rules under the Inland Steam Vessels Act will be taken into consideration by Government on or after the 15th instant.—I have, &c.,

W. W. LOCH,

Acting Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CASTLE, 24*th July* 1891.

No. 83.—With reference to Notification No. 66, dated 24th June 1891, it is hereby notified that the alterations therein proposed to be made in the draft rules to be issued under sections 51 and 51-A of the Inland Steam Vessels Act, 1884, as amended by Act III. of 1890, will be taken into consideration by Government on or after the 15th August next.

MARINE DEPARTMENT,

BOMBAY CASTLE, 24*th June* 1891.

No. 66.—Under the provisions of Section 69 of the Inland Steam-vessels Act, 1884, and with reference to the draft of Rules proposed to be made under Sections 51 and 51-A of the said Act, as amended by Act III. of 1890, published at page 922 of the *Bombay Government Gazette* for 1890, Part I., and to Notification No. 22 of 4th March 1891, published at page 218 of the *Bombay Government Gazette* for 1891, Part I., publishing certain alterations which it was proposed to make in the said draft, the Governor in Council is pleased to publish, for the information of persons likely to be affected thereby, the undermentioned amended alterations which it is proposed to make in the said draft.

Notice is given that the said amended alterations will be taken into consideration on or after the 15th July 1891.

Objections or suggestions addressed to the Secretary to Government, Marine Department, with respect to the said amended alterations, if received before the said date, will be considered by the Governor in Council.

The amended alterations proposed are as follows :—

(*i*) In No. 2 (*i*) of the said draft rules after the words therein "any such steam-vessel in" it is proposed to insert the following :—

"any portion thereof which is indicated by a conspicuous notice in writing in English and the chief vernacular of the districts passed through on the voyage as assigned for the."

(*ii*) In No. 2 (*p*) of the said draft rules between the word "person" and the word "committing" therein, it is proposed to insert the word "wilfully."

(*iii*) In No. 4 of the said draft rules for all after the words "amount of the fare" therein, it is proposed to substitute the following :—

"and the class (if any) for which and the ports from and to which the same is issued are printed or legibly denoted thereon in English and in the chief vernacular of the districts through which the vessel passes."

(*iv*) It is proposed to cancel No. 6 of the said draft rules and to add after No. 5 of those rules, the following three new rules, viz. :—

"6. The master of an inland steam-vessel shall stop his vessel at every port for which the fare has been paid by one or more passengers and shall allow reasonably sufficient time and facilities for the disembarking of such passenger or passengers at such port.

Reasonable time and facilities to be allowed by masters for disembarkation of passengers at ports to which they have paid the fare.

"7. *It shall* be incumbent on the owner and on the master of every inland steam-vessel to keep constantly affixed on board thereof in some conspicuous place, to which passengers have free access, a copy in English and in the chief vernacular of the districts through which the vessel passes, of all rules at the time being in force under Section 51 or Section 51-A of the Inland Steam-vessels Act, 1884, as amended by Act III. of 1890.

Copy of rules to be kept affixed on board every inland steam-vessel.

"8. Any owner or master who commits a breach of any of the Rules 4, 5, 6, and 7 shall for each such breach be punished with fine which may extend to fifty rupees."

Punishment for breach of Rules 4 to 7.

By order of His Excellency the Right Honourable the Governor in Council,

B. H. POTTINGER, Lieut.-General,
Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 12*th August* 1891.

The COMMISSIONER of CUSTOMS, Salt, Opium and Abkari, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce, in acknowledging the receipt of your letter No. 3946 of the 5th instant, to say that they have no criticisms to offer regarding the draft rules proposed to be issued under the Inland Steam-vessels Act.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX F.

BILL TO AMEND THE INDIAN MERCHANDISE MARKS ACT, 1889, AND THE SEA CUSTOMS ACT, 1878.

No. 384 OF 1891.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16*th January* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith a copy of the Bill to amend the Indian Merchandise Marks Act, 1889, and the Sea Customs Act, 1878, with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill.—I have, &c.,

J. DE C. ATKINS,
Acting Under-Secretary to Government.

A BILL TO AMEND THE INDIAN MERCHANDISE MARKS ACT, 1889, AND THE SEA CUSTOMS ACT, 1878.

Whereas it is expedient to amend the Indian Merchandise Marks Act, 1889, and the Sea Customs Act, 1878; It is hereby enacted as follows:—

Repeal of part of section 1, Act IV., 1889.

1. In section 1, sub-section (2), of the Indian Merchandise Marks Act, 1889, the words "subject to the provision of the last section of this Act" are hereby repealed.

Repeal of section 19, Act IV., 1889.

2. Section 19 of the Indian Merchandise Marks Act, 1889, and the words "*Transitory Provision*" prefixed to the section, are hereby repealed.

Amendment of section 18 (*e*) (*ii*), Act VIII., 1878.

3. In clause (*e*), sub-clause (*ii*), of section 18 of the Sea Customs Act, 1878, as amended by section 10, sub-section (1), of the Indian Merchandise Marks Act, 1889, for the words "that place and the country in which it is situated are" the words "the country in which that place is situated is" shall be substituted.

Additions to Act IV., 1889.

4. After section 18 of the Indian Merchandise Marks Act, 1889, as amended by this Act, the following shall be added, namely:—

Definition of piece-goods.

"19. For the purposes of section 12 of this Act, and clause (*f*) of section 18 of the Sea Customs Act, 1878, as amended by this Act, the Governor General in Council may, by notification in the *Gazette of India*, declare what classes of goods are included in the expression 'piece-goods, such as are ordinarily sold by length or by the piece."

"20. (1) The Governor General in Council may make rules, for the purposes of this Act, to provide, with respect to any goods which purport or are alleged to be of uniform number, quantity, measure, gauge or weight, for the number of samples to be selected and tested and for the selection of the samples.

Determination of character of goods by sampling.

"(2) With respect to any goods for the selection and testing of samples of which provision is not made in any rules for the time being in force under sub-section (1), the Court or officer of customs, as the case may be, having occasion to ascertain the number, quantity, measure, gauge or weight of the goods shall, by order in writing, determine the number of samples to be selected and tested and the manner in which the samples are to be selected.

"(3) The average of the results of the testing in pursuance of rules under sub-section (1) or of an order under sub-section (2) shall be *primâ facie* evidence of the number, quantity, measure, gauge or weight, as the case may be, of the goods.

"(4) If a person having any claim to, or in relation to, any goods of which samples have been selected and tested in pursuance of rules under sub-section (1) or of an order under sub-section (2) desires that any further samples of the goods be selected and tested, they shall, on his written application and on the payment in advance by him to the Court or officer of customs, as the case may be, of such sums for defraying the cost of the further selection and testing as the Court or officer may from time to time require, be selected and tested to such extent as may be permitted by rules to be made by the Governor General in Council in this behalf or as, in the case of goods with respect to which provision is not made in such rules, the Court or officer of customs may determine in the circumstances to be reasonable, the samples being selected in manner prescribed under sub-section (1), or in sub-section (2), as the case may be.

"(5) The average of the results of the testing referred to in sub-section (3) and of the further testing under sub-section (4) shall be conclusive proof of the number, quantity, measure, gauge or weight, as the case may be, of the goods.

"(6) Rules under this section shall be made after previous publication.

"21. An officer of the Government whose duty it is to take part in the enforcement of this Act shall not be compelled in any Court to say whence he got any information as to the commission of any offence against this Act."

Information as to commission of offences.

STATEMENT OF OBJECTS AND REASONS.

In February last a Committee consisting of three officers of the Government, a representative of the Bengal Chamber of Commerce and a representative of the Calcutta Trades Association was appointed by the Governor General in Council for the purpose of considering, and submitting a report with respect to certain matters connected with the working of the Indian Merchandise Marks Act, 1889.

2. The last paragraph of the report of the Committee, which was submitted in March last, was as follows :—

"10. We have considered some other questions in addition to those referred to us :

(1) We consider that a section should be inserted in the Act giving power to the Governor General in Council to define from time to time the term 'piece-goods'. Such an amendment is required to give statutory effect to the regulation we have proposed that only certain goods should be treated as piece-goods.

(2) It has been suggested to us that it is a hardship to require in section 10 of the Act [section 18 (*e*) (*ii*) of the Sea Customs Act] the name of both place and country on goods not made in the United Kingdom or British India. We think the objection reasonable and that it is sufficient to require the name of the country. We recommend that section 18 (*e*) be amended accordingly.

(3) We recommend the insertion in the Act of a section giving the Governor General in Council such a power with respect to yarns and certain other goods as in the case of petroleum is given to the Local Governments by section 8 (1) (*e*) of the Petroleum Act, XII. of 1886.

(4) We also recommend the insertion in the Act of a provision similar to that contained in section 125 of the Indian Evidence Act, 1872, as amended by Act III. of 1887. We make this suggestion because we think it desirable that Customs Collectors should not be compelled to disclose the names of their informants."

3. The Governor General in Council has accepted the suggestions of the Committee with respect to the amendment of the Indian Merchandise Marks Act, 1889; and the object of this Bill is to give effect to those suggestions.

9th January 1891. ANDREW R. SCOBLE.

BOMBAY CHAMBER OF COMMERCE, *27th January* 1891.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed by the Committee to acknowledge the receipt of your letter of 16th instant, forwarding a copy of a Bill to amend the Indian Merchandise Marks Act, 1889, and the Sea Customs Act, 1878, on which you request the opinion of the Chamber.

2. I have to say, in reply, that the provisions of the draft amending Act meet with the approval of this Chamber, and that my Committee have no remarks to make thereon.

3. I am directed by the Committee, however, to take this opportunity of again bringing to the notice of Government, for the favor of it being represented to the Government of India, that in the notification of the Home Department (Judicial), No. 1738 of 4th December 1890, giving instruction to Criminal Courts under the Act, no effect has been given to the suggestion made by this Chamber in para. 3 of their letter to you of 12th June 1890, that the words "greater or" in rule III., sub-section (*a*) of the report of the Committee appointed in Calcutta by the Government of India should be deleted.

4. As explained then, and again at some length in a letter from the Chamber to the Secretary to the Government of India, Home Department (Judicial), under date of 30th December 1890, the effect of the retention of these words is to render it imperative on spinners to produce yarn of the exact average count described, the words "greater or less" leaving no margin of variation of any kind and therefore practically nullifying the permissible variation of 5 per cent. granted under the rules. As the section stands at present it would be practically impossible for spinners to comply with it, but buyers will be amply protected if the suggestion of the Chamber be adopted and the words "greater or" left out. The clause would then read "provided that the average count of the whole of the yarn in question is not less than the described count." The buyer or the public only require to be protected against a lower count being passed as a higher, and not against a higher being given instead of a lower, which latter would mean in effect a higher priced yarn being given in place of a cheaper—an error which no spinner or seller would wittingly make. At the same time a slight margin on the higher side would avoid the necessity of calling upon a spinner to perform a practical impossibility.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 74 S.

CALCUTTA, 2*nd March* 1891.

From the ASSISTANT SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 30th December last, addressed to the Home Department, repeating, in reference to the working of the Indian Merchandise Marks Act, the suggestion made in your letter of the 12th June last, that the words "greater or" in proviso (*a*) of rule III. in the Notification of the Government of India, No. 1738, dated the 4th December 1890, may be omitted, and proposing that for the words "the whole of" the words "any bundle of" should be used.

2. I am to state that this proviso was inserted at the suggestion of the representative of the mercantile community on the Committee which reported in March 1890 on the Merchandise Marks Act. The question has again been referred to gentlemen engaged in the trade here, and they agree in recommending that the proviso should be maintained as framed by the Committee. It is pointed out by them that whether the count is greater or less than the described count, the description is in either case defective and a probable imposition on the purchaser. The Government of India is further informed that it may in some cases be an advantage to the seller, and a disadvantage to the buyer that the actual count should be higher than the described count.

3. The substitution of the words "any bundle of" for "the whole of" was perhaps made by the Chamber under some misapprehension of the intention of the rule. The effect of the rule as it now stands is that the count of a hank or hanks or of a bundle may vary from the described count by five per cent., but that the average count of the whole of the yarn in a transaction must be the same as the described count. Thus if a mill sold 200 bales (being 10,000 bundles) which is not a relatively very large sale, and one bundle out of the 10,000 was incorrectly described, the whole 10,000 would be called in question under the Chamber's proposal. Under the rule as framed, however, the seller would be able to show by further measurements that his description was not inaccurate.

4. I am to add that the Government of India is not at present satisfied that there is more real difficulty in spinning a lot of grey yarn in such manner that the actual count shall on the average of the whole be the same as the described count, any more than there is real difficulty in spinning such a lot so that the average length of the whole shall be the same as the described length. The Governor General in Council would prefer therefore not to alter the rule as yet, but if any practical difficulty should arise showing that the rule may operate with harshness or injury to honest trade, it will be amended without delay.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 62.

BOMBAY, 31*st January* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Referring to the following rule contained in the new instructions issued for regulating the working of the Merchandise Marks Act, we shall be glad to know whether you have had any representations made to you by importers of yarns or the local spinners :—

"Rule III.—A trade description.....applied to grey or bleached yarn shall not be deemed false in a material respect unless (*c*) in a bundle of yarn of any count under 50 described as being ten pounds in weight, the number of knots of ten hanks each is not the same as, and the number of knots of five hanks is not double, the described count or number of the yarn."

The meaning of this is that a bundle of 40s yarn for example can only be made up in bundles of

40 knots of 10 hanks each, or
80 knots ,, 5 ,, ,,

whereas a large proportion of the 40s yarn imported and also we believe spun locally is made up in bundles containing
20 knots of 20 hanks each.

This mode of making up is not followed for the purpose of deception, but only because the 20 hank knots are found more convenient than the smaller ones, and as it is evidently entirely an oversight on the part of the framers of the Government Regulations that this making up in 20 hank knots has not been made permissible, we think some representation should be made to Government regarding the matter if this has not already been done.

We attach a cutting from the *Manchester Guardian* referring to the same point.—Yours, &c.,

p.p. RALLI BROTHERS.
ALEX. PALLIS.

[*Extract from the "Manchester Guardian."*]

A Notification in the *Gazette of India*, of December gives a revised edition of the regulations published on the 13th of August, 1889, with reference to the Indian Merchandise Marks Act. One of the new regulations seems likely to give rise to some trouble. It is ordered that 10lb. bundles of all counts of yarn from 50s downwards must be regarded as falsely described unless the number of knots of ten hanks each is the same as, and the number of knots of five hanks is double, the described count or number of the yarn. In the case of 50s and upwards, the description is to be regarded as false when the number of knots of twenty hanks each is not half of the described count, when the weight is ten pounds and one quarter of the described count, when the weight is five pounds. The effect of this regulation is to prevent exporters from sending to India any counts under 50s

made up as twenty hanks to the knot. We are informed that for some purposes 40s is required to be thus made up, and unless the new requirement can be obviated it would appear that an error has been made in fixing the limit allowing 20 knots to 50s and upwards. This is a difficulty which will have to be settled either by a compliance with the new notification or by a suitable representation to the Indian Government if it should be found that in the course of honest trade the practice of making up 40s in 20-hank knots is requisite.

BOMBAY CHAMBER OF COMMERCE, *28th February* 1891.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—In the notification of the Judicial Department, No. 1738 of 4th December 1890, embodying the instructions to be observed by Criminal Courts in giving effect to the India Merchandise Marks Act IV. of 1889, it is laid down in clause (*c*) of Section III. that a trade description of count or number, length or weight applied to grey or bleached yarn shall not be deemed to be false in a material respect unless—"(*c*) in a bundle of yarn of any count under 50, "described as being 10 pounds in weight, the number of "knots of 10 hanks each is not the same as, and the number of knots of 5 hanks each is not double, the described count "or number of the yarn."

2. The interpretation which has been attached to this in some quarters, notably in Manchester, as may be perceived from the accompanying extract from the *Manchester Guardian* of 7th ultimo, is that it would be a false trade description and would render importers liable to the penalties prescribed by the Act if any yarn under 50s count were imported in 10 pound bundles made up otherwise than in the same number of knots of 10 hanks each or double the number of knots of 5 hanks each as the count or number of the yarn; or, in other words, that 40s yarn, for instance, could only be imported in 10 pound bundles if made up in

40 knots of 10 hanks each,
or 80 „ „ 5 „ „

Without assuming this interpretation to be correct the Committee of this Chamber consider it would be advisable to render the meaning of the clause more distinct and prevent misconception by amending the clause so as to make it read as follows:—

(*c*) in a bundle of yarn of any count under 50, described as being 10 pounds in weight, the number of

knots of 20 hanks each is not the half of, the number of knots of 10 hanks each is not the same as, and the number of knots of 5 hanks is not double, the described counts or number of the yarn.

3. A very considerable business is done in Bombay in 40s yarn made up in knots of 20 hanks and in Madras in 30s made up in the same way to suit the requirements of special buyers, and this business being perfectly legitimate and the mode of making up in no way calculated to deceive buyers, the Committee of this Chamber do not apprehend that the section of the instructions referred to contemplated any interference with it.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2822 OF 1891.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *24th April* 1891.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber, a copy of a notification issued by the Government of India, No. 1430, dated the 6th instant, containing the rules and orders promulgated by that Government under Section 19-A sub-section (2) of the Sea Customs Act, 1878, and sections 19 and 20 of the Indian Merchandise Marks Act, 1889.—I have, &c.,

W. S. HARVEY,
Acting Under-Secretary to Government.

No. 1430.

NOTIFICATION.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Customs.

SIMLA, *6th April* 1891.

In the exercise of the powers conferred by section 19A, sub-section (2) of the Sea Customs Act, 1878 (as amended by section 11 of the Indian Merchandise Marks Act, 1889) and sections 19 and 20 of the Indian Merchandise Marks Act, 1889 (as amended by Act IX. of 1891) the Governor General in Council is pleased to make the subjoined rules and orders.

1. Piece-goods, such as are ordinarily sold by length or by the piece, shall be deemed to include woollen goods of all kinds and the undermentioned descriptions of cotton goods, namely:

Cambrics.	Longcloths.
Checks, Spots, and Stripes.	Madapollams.
Chudders.	Mulls.
Chudder Dhooties.	Muslins.
Dhooties.	Nainsooks.
Domestics.	Printers.
Doorias.	Prints.
Drills.	Sarries.
Jaconets.	Scarves (Eklai).
Jeans.	Sheetings.
Lappets.	Shirtings.
Lawns.	Tanjibs.
Lenos.	Twills.

T Cloths and Mexicans.

2. Other classes of piece-goods shall not be detained if unstamped; and unstamped cotton and woollen piece-goods imported for private and personal use and not intended for sale shall not be detained if the Customs Collector is satisfied that they are actually not intended for sale.

3. Examinations of packages to ascertain whether the goods mentioned in rule 1 are stamped shall be made at frequent intervals at the discretion of the Customs Collector and either under his personal instructions or under general orders and instructions given by him to an Assistant Collector.

4. The piece-goods contained in the packages so examined need not be examined, when found to be stamped, to test the accuracy of the stamping, except on information received, or when the Customs Collector has reason to suspect, that the stamping is false.

5. All measurements of piece-goods shall be made on the table.

6. Yarns need not be examined or measured except on information received, or when the Collector has reason to suspect, that the trade-description is false.

7. An examination of yarns to test the accurancy of the description of count or length shall be made, in the first instance, up to the limit of one bundle in the consignment.

8. If on such examination the difference between the average count or length and the described count or length is in excess of the variations permitted in paragraphs III. and IV. of the Notification in the Home Department No. 1738 (Judicial), dated the 4th December 1890, the importer may require a further examination to be made up to the limit stated in rule 9.

9. The test to determine count and length of yarns shall be applied as follows:

One bundle should be taken from any bale in the consignment, and each knot in the bundle weighed. From the knots so weighed should

be selected the heaviest knot, the lightest knot, and the knot which approaches most closely to the standard weight of a knot of yarn of the particular count under examination.

[By standard weight is meant the weight which the knot of yarn of the described count should be, if the length of the hank is correct, *e.g.*, a knot of No. 20 of ten hanks to the knot should weigh eight ounces.]

The heaviest knot should then be selected from the knots so weighed, and each hank in it weighed, the heaviest and lightest hank and also the hank which approximates most closely to the standard weight being selected. This process should be repeated with the other two weighed knots.

There will then be nine hanks to be dealth with, three from each of the three knots weighed.

These nine hanks should then be tested on the wrap-reel. If on such test the difference between the average count or length and the described count or length is in excess of the variations permitted by the Notification quoted in the preceding rule, the process may be repeated, if the importer should require it, up to the limit of one per cent. of the whole number of bundles in the consignment; but no more extended examination shall be made unless the importer agrees to pay the cost thereof, in which case an examination may be made up to the limit of ten per cent. of the bundles in the consignment.

10. The Customs Collector may require from any informant a security not exceeding five hundred rupees. If the Collector should be satisfied that the information given is wilfully false, the security shall be forfeited.

J. F. FINLAY,
Secretary to the Government of India.

No. 1431.

Copy forwarded to the Governments of Madrass, Bombay and Bengal, and to the Chief Commissioner of Burma, for communication to Collectors of Customs and to the Chambers of Commerce.

By order,
J. E. O'CONOR,
Assistant Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 20*th November* 1891.

The following rules published by the Government of India, under the provisions of the Indian Merchandise Marks Act, are reprinted for the information and guidance of members of the Bombay Chamber of Commerce.

By order of the Committee,
JOHN MARSHALL, Secretary.

JUDICIAL, 13*th November* 1891.

No. 1474.—In the exercise of the power conferred by section 16 of the Indian Merchandise Marks Act IV. of 1889, and in supersession of all existing orders on the subject, the Governor-General in Council is pleased to direct that Criminal Courts, in giving effect to the provisions of the Act in respect of trade descriptions of quantity, measure or weight of the goods specified hereunder, shall observe the following instructions :—

I.—A trade description of length stamped on *grey, white,* or *coloured cotton piece-goods* shall not be deemed to be false in a material respect unless—

(*a*) where a single length is stamped, the description exceeds the actual length by more than—

4 inches in pieces stamped as 10 yards long and under ;
5 ditto ditto as above 10 yards and up to 23 yards long ;
7 ditto ditto ditto 23 ditto 36 ditto ;
9 ditto ditto ditto 36 ditto 47 ditto ;
18 ditto ditto ditto 47 yards long ;

Provided that the average length of the goods in question shall not be less than the stamped length ;

(*b*) where a maximum and a minimum length are stamped, the described maximum length is greater than the actual length by more than—

9 inches in piece-goods under 35 yards long ;
18 ditto ditto 35 yards and up to 47 yards long ;
36 ditto ditto above 47 yards long ;

Provided that no such piece shall measure less than the minimum stamped length.

II.—A trade description of width stamped on *grey, white,* or *coloured cotton piece-goods* shall not be deemed to be false in a material respect unless the description exceeds the actual width by—

half an inch in pieces stamped as 40 inches or less in width ;
three-quarters of an inch in pieces stamped as over 40 inches or under 59 inches in width ;
one inch in pieces stamped as 59 inches or more in width :

Provided that the average width of the goods in question shall not be less than the stamped width.

III.—A trade description of count or number, length or weight, applied to *grey, bleached, cotton yarn* shall not be deemed to be false in a material respect unless—

(*a*) the described count or number is greater or less than the actual count or number by more than 5 per cent., provided that the average count of the whole of the yarn in question is not greater or less than the described count ; or

(*b*) the average length of the whole number of hanks in a bundle is less than 840 yards ; or

(*c*) in a bundle of yarn of any count under 50, described as being 10 lbs. in weight, the number of knots of twenty hanks each is not half of, the number of knots of ten hanks each is not the same as, and the number of knots of five hanks is not double, the described count or number of the yarn ; or

(*d*) in a bundle of yarn of any count under 50, described as being 5 lbs. in weight, the number of knots of twenty hanks each is not a quarter of the described count or number of the yarn ; or

(*e*) in a bundle of yarn of any count from 50 upwards, the number of knots of twenty hanks each is not half, or the number of knots of forty hanks each is not a quarter, when the described weight is 10 lbs., and is not a quarter or an eighth, as the case may be, when the described weight is 5 lbs., of the count or number of the yarn ; or

(*f*) in the case of *bleached yarn* the described weight exceeds the actual weight by more than—

7½	per cent.	in counts	from 1 to 8 ;	
5	ditto	ditto	from above	8 to 18 ;
4	ditto	ditto	ditto	18 to 30 ;
2½	ditto	ditto	ditto	30 to 80 ;

IV.—A trade description of count or number applied to a bundle of *dyed cotton yarn* shall be accepted as indicating length only, the hank being taken to measure 840 yards, and it shall be deemed to be false in a material respect if the average length of the hanks in a bundle is less than 819 yards.

V.—A trade description of length applied to *thread of any kind* (of cotton, wool, flax, or silk) shall not be deemed to be false in a material respect unless it exceeds the actual length by more than 1 per cent.

VI.—The dimensions of goods on which their length or width is stamped shall be determined by measurement in imperial yards of 36 inches.

C. J. LYALL,
Secretary to the Government of India.

APPENDIX G.

PROPOSAL TO ESTABLISH TRADE MARK REGISTERS AT EACH PRINCIPAL CUSTOM HOUSE IN INDIA.

No. 3138 of 1891.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *7th May* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Government of India No. 1584, dated the 15th April 1891, and of its accompaniment, and to request that you will be good enough to favour Government with the opinion of the Chamber on the suggestion contained in the letter.—I have, &c.,

W. S. HARVEY,
Acting Under-Secretary to Government.

No. 1584.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, *15th April* 1891.

To the SECRETARY to the GOVERNMENT of MADRAS, BOMBAY, BENGAL, and to the CHIEF COMMISSIONER of BURMA.

SIR,—Section 10 of the Indian Merchandise Marks Act, IV of 1889, prohibits the importation of goods having applied thereto a counterfeit trade mark, the law following a similar provision in the English Merchandise Marks Act.

2. In England, for the purpose of facilitating the performance of the duties of Customs officers in this respect, the Board of Trade issued in 1887 certain regulations under which owners of trade marks can register them at each Customs port. The register is a convenient aid and guide to Customs officials in deciding whether a trade mark on imported goods is counterfeit or not.

3. It has been suggested to the Government of India that similar registers in India would be useful, and the Governor General in Council considers that they might with advantage be opened at each principal Custom house. Registration would be entirely voluntary, and any applicant for registration would be required to prove his (or, if an agent or representative, his principal's) ownership of the mark before registration could be permitted, the proof being of such a nature as to satisfy the Collector.

4. The effect of registration would be to place the Collector of Customs in possession of a convenient index giving him special cognizance of the trade marks so registered, and to enable him to deal promptly and effectively with cases which, in the absence of such special knowledge as the registers would afford, might escape him.

5. The Collector would only detain goods the trade mark on which was incontestably counterfeit; if goods were imported bearing a trade mark alleged to counterfeit a registered trade mark, and the importer claimed to be the rightful owner of the mark, the Collector would pass the goods, provided the laws in regard to the importation of goods had not been contravened, first informing the registered owner of the mark of the facts of the case so as to place him in a position to assert his rights before the Courts.

6. I am to enclose copy of the regulations issued by the Board of Trade in 1887, so far as they bear on the present question, and to request that the Government of India may be favoured with your opinion and the opinions of His Excellency the Governor in Council, His Honour the Lieutenant-Governor and on the suggestion made in this letter, and also the opinion of the mercantile community expressed through the Chamber of Commerce at Madras, Bombay, Calcutta, Rangoon.

7. I am to add that if the proposal commends itself, the instructions for the opening of a register would be given as executive orders, not as regulations under the law.

8. It would probably be expedient to charge a small fee for registration.—I have, &c.,

J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

GENERAL ORDER No. 99 (1887).

Enclosure of Letter No. 1584 of 1891.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Regulations made by the Board of Customs under Section 16 *of the (English) Merchandise Marks Act*, 1887, *published in the "London Gazette" of the* 2*nd December* 1887, *and in the Board of Trade Journal, Vol. VI.*, 1889, *page* 87.

* * * *

6. The goods, therefore, which the Board distinctly expect the officers themselves to detect upon ordinary examination, and without previous information, will be as follows, *viz.* :—

Class (*a*)—Goods of foreign manufacture, by whomsoever imported, having applied to them either—

A name or trade mark which is, or purports to be, the name or trade mark of a manufacturer, dealer, or trader in the United Kingdom; or a trade description which indicates particular class or method of manufacture, and includes the name of a place in, or a part of, the United Kingdom, and is thereby calculated to mislead as to the place of the

manufacture or production of goods which have not been manufactured or produced in the United Kingdom;

unless such name, mark, or description is accompanied by a definite indication of the place or country in which the goods were made or produced; that is to say, an addition immediately before or after the said name, mark, or description, in an equally conspicuous manner therewith, of the name of the place or country in which the goods were actually made or produced, with, in the case of a trade description including name of place, a statement that they were made or produced there.

Class (b)—Goods of foreign manufacture, by whomsoever imported, having applied to them any description, figures, words, or marks, or arrangement or combination thereof, so as to constitute, by being or including, either expressly or by reference, the name of a place in, or a part of, the United Kingdom, or in any other way, a statement or other indication, direct or indirect, that the goods were made or produced in the United Kingdom.

* * * *

13. For this purpose the Board sanction the system of registration of names or marks in a way *similar* to that which has hitherto existed; and a manufacturer, dealer, or trader may register his name or mark at such port or ports as he desires. In respect of names or marks so registered, it will be the duty of the officers, at the particular port or ports, to prevent the delivery of goods to which such names or marks are applied, unless the delivery is authorised by the registered proprietor. Apart from names or marks as to which such registration exists, the officers are not expected to examine goods with reference to head (i).

14. Any manufacturer, dealer, or trader, whether British or foreign, may register his name or mark; but you may refuse registration to any name or mark which you consider to be of a character too indefinite or indistinct for officers to recognise, referring to the Board in any case of doubt. An applicant for registration must prove his proprietorship of the name or mark by declaration; and if, in order to avoid delay, he desires to do so, he may appoint an agent to give authority for delivery of his goods, and prove (also by declaration) the appointment of such agent.

15. You must understand very distinctly that the use by the British manufacturer, dealer, or trader of even his *own* name on foreign goods, and the use by *any* manufacturer, dealer, or trader on like goods, of words, figures, or marks of any kind stating or indicating, directly or indirectly, make or production in the United Kingdom, are prohibited, unless the qualifying conditions specified in paragraph 6 are complied with. You must, therefore, clearly explain to every person registering a name or mark which involves any such statement or indication, as will probably often be the case, that, while the name or mark will be guarded by such registration, it will not be rendered admissible unless duly qualified, as the law may require, in every case. The register at your port under the law now expiring will cease to be operative with the expiry of that law.

* * * *

MERCHANDISE MARKS ACT, 1887.

(50 & 51 Vict., Cap. 28.)

Declaration on Registration under paragraph 13 of General Order 99 (1887).

Port of _____.

(1) Full name and address of declarant.

I (1) _____

(2) "I" or "I and my partners trading as Messrs. _____," or "such and such a Company of which I am the representative official," or "so and so of such and such a place abroad whom I represent in this country."

hereby declare that (2) _____

(3) "is" or "are."

(4) "the following name as a trade description," or "the following trade mark," or "the following name as a trade description and trade mark."

(3) the proprietor , of (4) _____

viz., _____

(5) "I" or "we."

which (5) _____ expect to be applied to goods imported, from time to time, at this

(6) "I" or "we."

port; and that (6) _____ have appointed Mr. (7) _____ of _____

(7) This portion as to appointment of Agent may be erased where such appointment is not desired.

(8) "my" or "our."

to be (8) _____ Agent, to give authority for the delivery of such goods.

I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Statutory Declaration Act, 1835.

Signed _____

Declared this _____ day of _____ 188 .

At _____

Before me _____

A Commissioner to Administer Oaths, &c.

N.B.—Registration in pursuance of this declaration is subject to the provisions of the Act which forbid the importation, by a registered proprietor, even of his own goods which bear, in name or mark, any statement or indication, direct or indirect, of make or produce in the nited Kingdom unless qualified as the Act requires.

BOMBAY CHAMBER OF COMMERCE, *27th May* 1891.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 3138 of the 7th instant, covering a letter from the Government of India, Finance and Commerce Department, No 1584 of 15th April 1891, suggesting that as an aid and guide to Customs officials in administering the Merchandise Marks Act, registers of trade marks might be instituted at each of the principal Custom Houses in India.

2. In reply, I am directed to say that after having obtained the views of the leading importing firms in Bombay, the Committee are of opinion that the proposed registers of trade marks would be objectionable in many ways and unlikely to give any counterbalancing advantage.

3. After very careful enquiry this Chamber had previously come to the conclusion that the present law regarding proprietary rights in trade-marks is much more satisfactory than any regular and efficient system of registration which could now be introduced, and a voluntary and therefore inefficient system would necessarily be still more undesirable.

4. By the introduction of the proposed registers it is quite possible that from the failure of the owners of existing trade-marks to secure priority of registration, claims might be set up which it might be very difficult afterwards to disprove, and there would also be the contingency of marks belonging to, say, Bombay importing firms being registered in say the Kurrachee Custom House and thereby interfering with the ownership of the mark in one and the same selling market—for instance the Punjab. These objections, my Committee conceive, it would be very difficult to overcome, and as the working of the system would probably also lead to greater friction in the Custom House, they trust that Government will not proceed further with the proposal.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX H.

BILL TO AMEND THE LAW OF EVIDENCE WITH RESPECT TO BANKERS' BOOKS.

No. 987 OF 1891.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 14*th February* 1891.

From A. C. LOGAN, Esquire, Acting Under-Secretary to Government, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward to you, herewith, copies of a letter from the Secretary to the Government of India, Legislative Department, No. 296, dated the 2nd instant, and of a Bill to amend the Law of Evidence with respect to Bankers' Books, with the Statement of Objects and Reasons, therewith received and to request that you will be so good as to favor Government with the opinion of the Chamber of Commerce on the provisions of the Bill before the 20th instant.—I have, &c.,

A. C. LOGAN,
Acting Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to apply to British India the provisions of the English Bankers' Books Evidence Act, 1879, under which copies of entries in bankers' books are made receivable in evidence under certain conditions.

6th February 1891. ANDREW R. SCOBLE.

A BILL TO AMEND THE LAW OF EVIDENCE WITH RESPECT TO BANKERS' BOOKS.

WHEREAS it is expedient to amend the Law of Evidence with respect to Bankers' Books ; It is hereby enacted as follows :—

Title, extent and commencement.

I. (1) This Act may be called the Bankers' Books Evidence Act, 1891.

(2) It extends to the whole of British India ; and

(3) It shall come into force at once.

Definitions.

2. In this Act, unless there is something repugnant in the subject or context,—

1. "company" means a company registered under any of the enactments relating to companies from time to time in force in British India, or formed in pursuance of an Act of Parliament or by Royal Charter or Letters Patent :

(2) "bank" and "banker" mean any company carrying on the business of bankers and include a Government Savings Bank:

(3) "bankers' books" includes ledgers, day-books, cash-books, account-books, and all other books used in the ordinary business of a bank:

(4) "legal proceeding" means any civil or criminal proceeding or inquiry in which evidence is or may be given, and includes an arbitration:

(5) "Court" means the person or persons before whom a legal proceeding is held or taken: and

6. "Judge" means a Judge of a High Court.

Mode of proof of entries in bankers' books.

3. Subject to the provisions of this Act, a copy of any entry in a bankers' book shall in all legal proceedings be received as *prima facie* evidence of such entry and of the matters, transactions and accounts therein recorded.

Proof of book being a banker's book.

4. (1) A copy of an entry in a bankers' book shall not be received in evidence under this Act unless it be first proved that the book was at the time of the making of the entry one of the ordinary books of the bank and that the entry was made in the usual and ordinary course of business and that the book is in the custody or control of the bank.

(2) Such proof may be given by an officer of the bank and may be given orally or by an affidavit sworn before any commissioner or person authorized to take affidavits.

Verification of copy.

5. (1) A copy of an entry in a banker's book shall not be received in evidence under this Act, unless it be further proved that the copy has been examined with the original entry and is correct.

(2) Such proof shall be given by some person who has examined the copy with the original entry, and may be given either orally or by an affidavit sworn before any commissioner or person authorised to take affidavits.

Case in which officer of bank not compellable to produce books.

6. An officer of a bank shall not in any legal proceedings to which the bank is not a party be compellable to produce any banker's book the contents of which can be proved under this Act, or to appear as a witness to prove the matters, transactions and accounts therein recorded, unless by order of a Judge made for special cause.

Inspection of books by order of Court or Judge.

7. (1) On the application of any party to a legal proceeding the Court or a Judge may order that such party be at liberty to inspect and take copies of any entries in a banker's book for any of the purposes of such proceeding.

(2) An order under this section may be made either with or without summoning the bank or any other party, and shall be served on the bank three clear days before the same is to be obeyed, unless the Court or Judge otherwise directs.

8. (1) The costs of any application to the Court or a judge under or for the purposes of this Act and the costs of anything done or to be done under an order of the Court or a Judge made under or for the purposes of this Act shall be in the discretion of the Court or Judge, who may order the same or any part thereof to be paid to any party by the bank where the same have been occasioned by any fault or delay on the part of the bank.

Costs.

(2) Any such order against a bank may be enforced as if the bank was a party to the proceeding.

(3) An order under this section awarding costs to a party may, on the application of the party to any Court of Civil Judicature designated in the order, be executed by such Court as if the order were a decree for money passed by itself:

Provided that nothing in this sub-section shall be construed to derogate from any power which the Court or Judge making the order may possess for the enforcement of its or his directions with respect to the payment of costs.

BOMBAY CHAMBER OF COMMERCE, 24*th February* 1891.

A. C. LOGAN, Esq., Acting Under-Secretary to Government, Judicial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 987 of the 14th instant, covering copy of a "Bill to amend the Law of Evidence with respect to Bankers' Books," on which Government desire the opinion of the Chamber of Commerce.

2. In reply, I have to say that the provisions of the Bill meet with the entire approval of the Chamber. I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX I.

SUGGESTIONS REGARDING PROPOSED ALTERATIONS IN THE PRESIDENCY SMALL CAUSE COURTS, AND FOR THE IMPROVEMENT AND AMENDMENT OF ACT XV. OF 1882.

No. 2283 OF 1891.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 24*th April* 1891.

From A. C. LOGAN, Esq., Acting Under-Secretary to Government, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Government of India, No. 446, dated the 28th ultimo, with accompaniments,* regarding certain suggestions made to that Government with respect to Presidency Small Cause Courts, and for the improvement and amendment of Act XV. of 1882, and to invite the opinion of the Chamber on the suggestions contained in paras. 2, 3 and 4 of the letter. I am, at the same time, to enquire whether there are any other points, in addition to those specified by the Government of India, in which Act XV. is, in the opinion of the Chamber, capable of being amended and improved.—I have, &c.,

* 1. Letter from the Government of India to the Registrar of theCalcuttaHigh Court, No. 448, dated the 28th March 1891.
2. Minute dated the 23rd February 1891,recorded by the Hon'ble the Chief Justice of the High Court of Calcutta.

A. C. LOGAN,
Acting Under-Secretary to Government.

No. 446.

From C. J. LYALL, Esq., C.I.E., Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY, Judicial Department.

Home Department.
Judicial.

CALCUTTA, 28*th March* 1891.

SIR,—I am directed to say that in connection with the alleged failure of the Calcutta Small Cause Court to fulfil the purposes for which it was created, the Governor General in Council has recently had under consideration proposals for the amendment of Act XV. of 1882. It is complained that the procedure laid down by Act XV. of

1882 is too cumbrous for a Court of Small Causes, and the mercantile public in Calcutta are now anxious that the pecuniary limit of the Court's jurisdiction in force before the passing of that Act should again be reverted to. Though the Governor General in Council has no reason to think that the Court of Small Causes at Bombay does not fulfil the purposes for which it was created, His Excellency in Council is not disposed to make radical differences in the jurisdiction and procedure of the Court at Calcutta without considering whether they should also be made in Bombay, and is of opinion that the time has come for effecting some considerable alteration in Act XV. of 1882. I am therefore to ask that the opinion of the Governor in Council and the High Court and mercantile community at Bombay may be obtained upon the following suggestions which have been made to the Government of India.

2. Both the High Court at Calcutta and the Bengal Chamber of Commerce have expressed the opinion that the present limit of jurisdiction of the Small Cause Court should be altered, and the Chief Judge of the Small Cause Court has advocated the repeal of section 38, Act XV. of 1882, and recommended that an appeal to the High Court should lie in suits for sums exceeding Rs. 1,000. The extension of the jurisdiction of the Court was suggested by the Calcutta Trades Association as long ago as 1867, and the proposal to raise the money limit from Rs. 1,000 to Rs. 2,000 was accepted by the Bombay Government in its letter Nos. 5252 of August 3rd, 1879, and 122 of 8th January 1880, but was not approved of by the Chief Justice and Judges of the Bombay High Court. In view of the opinion previously expressed by the Bombay High Court and of that now held by the High Court and mercantile public at Calcutta, the Governor General in Council is disposed to reconsider the pecuniary limit of jurisdiction of the Presidency Small Cause Courts, and to revert to the limit laid down by Act XXVI. of 1864. I am to ask that His Excellency in Council may be furnished with the opinion of the Governor in Council and the High Court at Bombay as to this proposal.

3. It has also been suggested to the Governor General in Council that in order to relieve the pressure on the Judges of Presidency Small Cause Courts a system of default summonses might be adopted. This system is permitted in County Courts in England by 38 and 39 Vict., Cap. 50, under which any plaintiff suing for a debt or liquidated money demand may take out a special summons, based upon an affidavit, requiring the defendant within a limited time to give notice to the Registrar of his intention to contest the claim, and intimating that, if he does not do so, judgment will be entered up against him. Upon proof of personal service of this summons upon the defendant, the Court may order payment of the amount claimed and costs, either forthwith or at such time or times and by such instalments as the plaintiff may consent to take. This form of procedure is less costly and more expeditious than that at present in force in the Small Cause Court, and though it may be suggested that it might open a door to fraud on the part of plaintiffs, by preventing that examination of the merits of the case which is supposed to be made under the existing system, the Governor General in Council doubts whether the safeguards as to the proof of service of summons on the right person and the validity of the claim would be less real than they are

at present, while, if the law were to require that the application for a default summons must be supported by affidavit, and that the summons must (ordinarily) be personally served, the difficulties in the way of fraudulent suits would be increased rather than diminished.

4. It has also been suggested to the Governor General in Council that the procedure at present in force in the Presidency Small Cause Courts might be improved. Under section 9 of Act XV. of 1882 power is given to the Small Cause Court to make, with the previous sanction of the High Court, rules regarding all matters not specially provided for in the Act and by section 23 it is provided that certain portions of the Code of Civil Procedure "shall extend and so far as the same may, in the judgment of the Court, be applicable, be applied to the Small Cause Court, and the procedure prescribed therein shall be the procedure followed in the Court in all suits cognizable by it, except where such procedure is inconsistent with the procedure prescribed by any specific provisions of this Act." The law has recently been held by the Judges of the Calcutta High Court to prevent the issue of rules which had been proposed by the Small Cause Court Judges with the object of simplifying the procedure, but it is the unanimous opinion of the Courts and litigants alike at Calcutta that the procedure now in force is far too cumbrous for Courts of Small Causes. The Governor General in Council agrees with the view that some of the procedure of the Civil procedure Code is too elaborate for the summary practice of a Small Cause Court, and while retaining it as a basis he would leave the procedure of the Court to be regulated by the High Court and give to the High Court the power conferred by 44 and 45 Vict., Cap. 68, section 27, on the High Court in England, under which it is authorized to make rules and orders for regulating the practice of County Courts "in all matters of procedure or practice or relating to or concerning the effect or operation in law of any procedure or practice, in any case, within the cognizance of the County Courts." In any case not provided for by the Act or by rules the generel law of procedure may be adopted and applied at the discretion of the Judges. I am to ask that the Government of India may be favoured with the views of the Local Government and the High Court at Bombay upon this proposal also, and to say that they will be glad to learn whether there are any other points, in addition to those specified above, in which Act XV. of 1882 is, in the opinion of the Governor in Council or the High Court, capable of being amended and improved.

5. I am to say that the Government of Bombay will be separately addressed on the question of the classification of suits in the Small Cause Court referred to in correspondence ending with the letter from the Government of Bombay, No. 4390, dated the 20th August 1889. In order that the subject of the present letter may be fully comprehended, I am to enclose a copy of a letter* addressed this day to the High Court of Calcutta and of the Hon'ble the Chief Justice's Minute therein referred to.—I have, &c.,

*No. 448.

C. J. LYALL,
Secretary to the Government of India.

No. 448.

Home Department.
Judicial.

CALCUTTA, 28*th March* 1891.

From C. J. LYALL, Esq., C.I.E. Secretary to the Government of India, to the REGISTRAR of the HIGH COURT of JUDICATURE at Fort William in Bengal, Appellate Side.

SIR,—With reference to the correspondence ending with your letter No. 515, dated the 28th February 1891, regarding the Calcutta Small Cause Court, I am directed to say that the working of this Court and its alleged failure to provide for the speedy disposal of suits of small values within the Presidency town has been for some time engaging the attention of the Government of India, and to communicate the following observations of His Excellency in Council on the subject.

2. It will be convenient to give a short summary of recent correspondence on the subject. When the Presidency Small Cause Courts Act of 1882 came into force, the judicial staff of the Calcutta Small Cause Court consisted of four Judges, with a fifth Judge who was also Clerk of the Court. The Bengal Government at the time of the passing of the Act recommended that a fifth Judge should be permanently appointed, but the Government of India considered that it was desirable to wait and see how the new Act affected the work of the Court before sanctioning the increase of establishment. The introduction of the Act resulted at first in a considerable reduction in the amount of litigation before the Court, and while the number of suits instituted in 1879, 1880 and 1881, respectively, was 37,199, 35,304 and 34,108, the number declined in 1882 to 29,553, and in 1883 to 26,027. In 1884 there was a recovery in the number of suits instituted which rose to 31,074, and by the end of the latter year there were 2,664 suits pending, as compared with 1,333 on 31st December 1881. The number of suits instituted in succeeding years was as follows :—

1885	30,644
1886	29,216
1887	26,811
1888	25,097
1889	26,396
1890	26,117

On December 31st, 1890, the number of suits pending was 2,203. This cannot in itself be deemed a very excessive number, seeing that it represents but little more than one-twelfth of the annual institutions, or about a month's work. It appears, however, that 646, or nearly one-third, of these cases had been pending more than three months, and the sequel will show that there is reason to believe that contentious cases are often delayed inordinately.

3. In February 1886 the Bengal Government represented that the delays in the disposal of cases by the Court of Small Causes at Calcutta had been the subject of much complaint on the part of the mercantile and trading communities and the general public, and recommended that a fifth Judge should be appointed for six months. In the following month the Bengal Chamber of Commerce addressed

the Local Government regarding the vexatious and often injurious delays which occurred in the hearing of commercial suits by the Court, and suggested the appointment of a Committee of Inquiry charged to investigate all matters relating to the efficiency of the Court and to submit in their report practical suggestions for bringing the Court abreast of the requirements of the Calcutta community. The Bengal Government did not support the proposal of the Chamber for the appointment of a Committee, as it considered that the appointment of a fifth Judge (temporarily in the first instance) would at once remedy the main evil of which that body complained, *viz.*, the inadequacy of the Court, with its existing strength of Judges, to cope with the increasing work which came before it. The Government of India considered that there could be no reasonable doubt that the additional Judge would be required for at least one year, if not as a permanent arrangement, and secured the sanction of the Secretary of State to the additional appointment for one year.

4. In August 1886 the Government of India were favoured with the report of the inspection of the Calcutta Small Cause Court made in March of that year by the Honourable Justices Wilson and Trevelyan. These learned Judges considered that the amount of arrears, the delay which took place in the decision of causes, and the number of attendances required of the parties before their cases were disposed of were evils of such magnitude that, so long as they remained unabated, the Court could not be said satisfactorily to discharge the proper functions of a Court of Small Causes. They thought that the defects that existed were not due to any want of zeal or diligence on the part of the Judges or Officers of the Court, but, while they considered them to be in a great measure the result of the inherent difficulty of dealing with the enormous mass of litigation which came before the Court, and which had been increased by the Act of 1882 in two ways—firstly, by the introduction of changes of procedure involving more frequent interlocutory applications in Court, and secondly and principally, by the institution of a larger number of cases involving large amounts in the Court—they expressed their opinion that the delays were largely caused by defects in the system under which the business was disposed of, and made suggestions for improving it. The principal suggestion was that the duty of revising the daily list of summons cases, and disposing of all which could be summarily disposed of, should be made over to one Judge, and the remaining Judges be entirely employed in hearing defended cases. This plan was tried for a short time, but owing to the difficulties in working it, a reversion to the old practice was sanctioned by the Chief Justice in November 1886.

5. In September 1886, after considering the report just referred to, the Government of India informed the Bengal Government that, as the Secretary of State had sanctioned the temporary appointment of a fifth Judge, they concurred with the Lieutenant-Governor of Bengal in considering that the appointment of a Committee was unnecessary. In February 1888, the Bengal Government, in consequence of the representations of the Chamber of Commerce and the Calcutta Trades Association, again addressed the Government of India. Sir Steuart Bayley expressed his opinion (1) that the working of the Court was very defective and a cause of serious inconvenience to the mer-

cantile public, (2) that the defects were at least partially due to the cumbrous procedure of the Act of 1882, and (3) that the dissatisfaction felt by the mercantile community was in a great measure due to distrust of the Court itself, a fact which was made patent by its evident desire to get rid of section 22, Act XV. of 1882, and His Honor recommended the appointment of a Committee of Inquiry. In Mr. MacDonnell's letter No. 291, dated the 15th February 1888, the Government of India consulted the High Court upon this proposal, and the Court's reply was contained in Mr. Brett's letter of the 23rd July 1888. The Honourable Judges considered that the existence and nature of the evils complained of were clear: that in these circumstances the appointment of a Committee was unnecessary, and that, as it would cause expense and delay the introduction of the necessary reforms, it was undesirable. The opinion of the Judges was that to make the Court a really efficient Court of Small Causes, it would be necessary to reduce its jurisdiction by re-enacting the provisions of section 25 of Act IX. of 1850, and to amend its procedure so that the provisions of the Civil Procedure Code should not apply to suits under Rs. 500 in value. They at the same time expressed the opinion that whatever changes might be made in the law and however the procedure might be modified in other respects, the work of the Court would never proceed quite satisfactorily unless some effective method could be found of sifting the lists and separating the defended cases from the undefended. In February 1889 the Government of India replied to the Bengal Government's letter. They inclined to the view taken by the High Court that the appointment of a Committee was unnecessary, and drew the attention of the Bengal Government to the statistics showing the average duration of suits in the Small Cause Courts at the three Presidency towns, which pointed to the conclusion that the delay in disposing of suits at Calcutta was due to the manner in which the Judges of the Small Cause Court at Calcutta transacted their business rather than to any defects in the law. The Government of India at the same time undertook to give further consideration to the proposal to amend Act XV., 1882.

6. In February 1890 the Chamber of Commerce again addressed the Government of Bengal. They reiterated their view that the Court failed to afford proper legal convenience to the public, and urged that the reforms required were an increase of the Benches so as to make a re-distribution of work possible, a simplification of procedure, and an option to suitors in cases above the limit of Rs. 1,000. In the same month the Chief Judge of the Small Cause Court (Mr. Sconce) in advocating the appointment of an additional Judge, represented that the procedure of the Court was too cumbrous for a Small Cause Court, that in suits over Rs. 1,000 the High Court should have a concurrent jurisdiction with the Small Cause Court, and that there should be an appeal in suits above Rs. 1,000 in value; and he expressed a doubt, which has been shared by many other well-qualified authorities, whether section 38 of Act XV. of 1882 was satisfactory in its operation as a substitute for an appeal in such cases. In submitting their report on the business of the Small Cause Court for 1889, the Judges of that Court noticed the delay which occurred in revising each day's Cause List as it came before them,

and in separating the contested from the uncontested cases. It appeared from this report that rules of practice had been drafted by the Judges of the Small Cause Court to remedy this evil, but that the High Court had found that, in view of existing legislation, the draft rules were *ultra vires*, and they had therefore remained in abeyance. In recommending to the Local Government that an additional Judge should be appointed, the Honourable Court gave expression to the opinion that so long as the Presidency Small Cause Court exercises the extended jurisdiction conferred upon it by the Presidency Small Cause Court Act (XV. of 1882), the action of that Court as a Court of Small Causes must be seriously embarrassed. The Local Government recommended, in its letter of 22nd April 1890, the temporary appointment of an additional Judge, and promised a further report as to his being made permanent. This was furnished on 10th September 1890, and I am now to forward a copy of it for the information of the Honourable Court. In the opinion of Sir Steuart Bayley, the appointment of a temporary Judge had been shown in 1887 to be an insufficient remedy for the evils complained of, and he again recommended that a strong Committee should be appointed to consider the whole question, and that, should the Government of India be unable to re-consider their previous decision as to the appointment of a Committee, the proposed amendment of Act XV. of 1882 should be proceeded with at the earliest convenient date; he also stated that a fifth Judge should be permanently appointed to the Court.

7. The sanction of the Secretary of State has now been solicited to the continuance of the appointment of fifth Judge till 12th August 1891, but it seems evident that no temporary or even permanent appointment of a fifth Judge will enable the Court of Small Causes at Calcutta to perform its duties efficiently under the existing system, which, in the opinion of the Local Government, the High Court, the mercantile community and the Judges of the Small Cause Court themselves, prevents the speedy disposal of what is intended to be summary litigation.

8. The Governor General in Council agrees with the view previously expressed by the High Court that the appointment of a Committee to inquire into the working of the Small Cause Court is unnecessary. The main points in which the working of the Court fails are, it appears to His Excellency in Council, clearly recognised, and he has no doubt that such of them as require further elucidation will be cleared up in the report which, it is understood, Mr. Justice Prinsep will make of his recent inspection of the Court. For these reasons the Governor General in Council has determined not to appoint a Committee, and he will now indicate, for the consideration of the Honourable Judges along with Mr. Justice Prinsep's report, the points upon which he, as at present advised, thinks that the law should be amended.

9. In the first place I am to ask the advice of the High Court as to the advisability of adopting, in regard to the Small Cause Court, some procedure similar to that permitted in County Courts in England by 38 and 39 Vict., Cap. 50, under which any plaintiff suing for a debt or liquidated money demand may take out a special summons, based upon an affidavit, requiring the defendant within a

limited time to give notice to the Registrar of his intention to contest the claim, and intimating that, if he does not do so, judgment will be entered up against him. Upon proof of personal service of this summons upon the defendant, the Court is empowered to order payment of the amount claimed and costs, either forthwith or at such time or times and by such instalments as the plaintiff may consent to take. This form of procedure is less costly and more expeditious than that at present in force in the Small Cause Court. Since this letter was drafted the Government of India have been favoured with a copy of the Minute by the Honourable the Chief Justice, dated 23rd February last, making, among other suggestions, a proposal which is very similar to the above. The Governor General in Council will be glad now to learn whether the High Court favour such a procedure, and, if so, what steps will be necessary in order to legalize its adoption.

If His Excellency in Council correctly apprehends Sir Comer Petheram's proposal that the undisputed business of the Small Cause Court should be disposed of by the office, it is one which was included in the suggestion put forward at the beginning of this paragraph. It was intended that, as soon as the time limited in the summons has expired without any notice of an intention to defend being received from the defendant, the Registrar should proceed to enter up a judgment, of which execution could be obtained under the rules applicable to any other decree of the Court.

10. The Honourable the Chief Justice has further proposed to abandon the system, which now prevails everywhere in India except in the High Courts, of posting cases immediately after institution for hearing on the first day on which there is any probability that the Court will be able to take them up, and to substitute the plan observed in the High Courts, under which all suits requiring adjudication in the Court are entered in a cause list, and it is left to the parties to ascertain from the position which they reach from time to time when they are likely to come on for actual hearing. The Government of India are not sure that the latter plan has always worked satisfactorily even in the High Courts. It is believed to be not a very rare occurrence, when a large number of cases are unexpectedly adjusted or otherwise go off without a hearing, that the presiding Judge is either left without work or the parties are obliged to go to trial when they are not fully prepared. Such a system would certainly cause grave inconvenience in a Mufassal Court having an extensive territorial jurisdiction, but it may not be unsuitable to the Presidency Court of Small Causes, and the litigants and practitioners of Calcutta must have become familiar with it in the High Court. If therefore, on full consideration, the High Court sees fit to recommend its experimental extension to the Court of Small Causes, the Government of India will not offer any objection.

11. As shewn above, the High Court and the Bengal Chamber of Commerce are agreed in the opinion that the present pecuniary limit of the Small Cause Court's jurisdiction should be altered, and the Chief Judge of the Small Cause Court has advocated the repeal of section 38, Act XV. of 1882, and that an appeal to the High Court should lie in a case

of value of over Rs. 1,000. In his letter of 29th March 1890, the Chief Judge has shown that the block of business occurs mainly in his own Court, and the circumstance which he cites, *viz.*, that between April 1889 and March 1890 there were thirty matters the hearing of which occupied eighty-five days, is sufficient to show that the hearing of causes of the higher values is at present prolonged in a manner which was quite opposed to the intention of Government in enacting Act XV of 1882. The extension of the jurisdiction of the Court was suggested by the Calcutta Trades Association as long ago as 1867, and the proposal to raise the money-limit from Rs. 1,000 to Rs. 2,000 was accepted by the High Court, so far as cases of debt or damages for breach of contract but not cases of tort are concerned, in Mr. Crawford's letter No. 970, dated 30th May 1879. In view of the present opinion of the High Court and of the fact that the mercantile community is now desirous that the pecuniary limit of jurisdiction, which was extended in 1882 in order to meet its views, should again be reduced, the Governor General in Council is disposed to recommend to the Secretary of State a return to the limit of Rs. 1,000 and the repeal of section 38 of Act XV of 1882. The Government of India do not think that section 38 has ever been regarded as a satisfactory provision.

12. Under section 9 of Act XV of 1882 power is given to the Small Cause Court to make, with the previous sanction of the High Court, rules regarding all matters not specially provided for in the Act, and by section 23 it is provided that certain portions of the Code of Civil Procedure "shall extend and so far as the same may, in the judgment of the Court, be applicable, be applied to the Small Cause Court, and the procedure prescribed therein shall be the procedure followed in the Court in all suits cognizable by it, except where such procedure is inconsistent with the procedure prescribed by any specific provisions of this Act." The law has recently been held by the Honourable Judges to prevent the issue, with their sanction, of certain rules of procedure proposed by the Small Cause Court Judges, but the unanimous opinion of the High Court, the Judges of the Small Cause Court, and litigants alike, is that the procedure in force is far too cumbrous for a Court of Small Causes. His Excellency in Council agrees that some of the procedure of the Civil Procedure Code is too elaborate for the summary practice of a Small Cause Court, and while retaining it as a basis, he would leave the procedure of the Court to be regulated by the High Court and give to the High Court the power conferred by 44 and 45 Vict., Cap. 68, section 27, on the High Court in England, under which it is authorised to make rules and orders for regulating the practice of County Courts "in all matters of procedure or practice or relating to or concerning the effect or operation in law of any procedure or practice, in any case, within the cognizance of the County Courts." In any case not provided for by the Act or by rules the general law of procedure may be adopted and applied at the discretion of the Judges. I am to ask that the Government of India may be favoured with the views of the High Court upon this proposal also, and to say that they will be glad to learn whether there are any other points, in addition to those specified above, in which Act XV of 1882 is, in the opinion of the Judges, capable of being amended and improved.

13. In conclusion I am to say that the Government of Bengal has also been addressed upon this subject, and that the High Court will be separately communicated with as to the classification of suits in the Small Cause Court.—I have, &c.,

C. J. LYALL,
Secretary to the Government of India.

MEMORANDUM.

HIGH COURT, CALCUTTA, *23rd February* 1891.

The whole of the Legislation in India with reference to the procedure of the Civil Courts proceeds upon two assumptions,—first, that each proceeding in the trial of a cause must take place on a specified day, or on some adjournment thereof fixed beforehand, upon which, and no other, the proceeding can, and will certainly, take place; and, secondly, that, whatever may be the nature of the claim, and whether the defendant disputes it or not, it must be established by evidence taken in open Court before it can be enforced by law. The Government, as representing the revenue, has always insisted that the Judges should be limited to a number sufficient to dispose of the current business by sitting and working during the whole of the working hours of each of the working days in the year. The attempt to reconcile the view of the Government, with reference to the number of Judges, with the practice prescribed by the Codes always has created, and always will create, the postponements, and the consequent expense, delay and confusion which now exist, not only in the Calcutta Small Cause Court, but in every Civil Court in Bengal; and the pressure which is being constantly applied by the High Court, and resisted by the Government, to increase the staff of Judges sufficiently to enable them to carry on the business of the Court satisfactorily *under the present system*, has been the cause of considerable friction between the two bodies. Three courses appear to me to be open to the Government. (1) It may allow the present state of confusion to continue. (2) It may consent to an increase in the Judicial staff, sufficient to carry on the business of the Courts under the present system without postponements, or, in other words, it may so arrange the number of the Judges that they may have sufficient leisure time at their disposal to be able to say with certainty that they will have disposed of all the cases standing before a particular one by a certain date, which date must be within a short time of the date of the institution of the suit. For this purpose a very large increase of the Judicial staff must be made, as it is quite impossible to predict how long the trial of any case will last, and in fixing dates, the longest time over which the cases fixed for earlier dates can possibly last must be allowed. It would be necessary at once to at least double the existing staff of Judges, and I much doubt if that increase would be found sufficient. The *third* course is to adopt a practice of the same kind as that in use in the Courts of other countries where the whole time of the Judges is occupied in the business of their Courts, *viz.*, to put the cases in a list according to the order in which the suits become ready for hearing, and to take them up in their order as they are reached in the list, without any attempt being made beforehand to predict on what day any particular case will appear in the list or be reached for trial, it being left to the parties to take care that they are present

with their witnesses when the case is reached in its order. In addition, some simple and effective machinery must be provided by which what may be called the debt collecting the business of the Courts, in other words, the enforcing of undisputed money claims, may be carried on without interfering with its disputed litigious business.

2. The system of taking up cases in their order in the list, according to the European method, will be objected to by many on the ground that it will involve the necessity of keeping the parties and their witnesses waiting for uncertain periods at the Courts. This is no doubt true, but it must be remembered that all that can be done is to lessen the inconvenience and expense of litigation as much as possible. Neither the one nor the other can be done away with. Both are caused under the present system to such an extent that I am told, on what I consider reliable authority, that the mercantile houses in Calcutta habitually abandon their rights rather than undertake litigation in the Small Cause Court, where the present system is in operation. Under the list system, the inconvenience and expense could not well be greater than they are at present, and it may be that it would be found to work satisfactorily, as it does on the Original Side of the High Court and in every Court in England with which I am acquainted.

3. The suggestion that the debt collecting business of the Court might be done through the office will be objected to on the ground that the people of this country are so accustomed to get up false cases and to make false claims that it would be unsafe to enforce any claims by law, unless under the protection of a trial in open Court. I do not myself think that this danger is real; but even if it is, I think that such a system as I now suggest, which is a modification of the one which has been in operation in England with the best results since 1852, would be infinitely greater protection than the so-called trials which now take place in undefended actions for debt. I have myself attended the Small Cause Court and have seen the mode in which these trials are conducted. I have had a day's work in the Court reported by a reporter, and I have no hesitation in saying that these trials afford no real protection. The peon and the plaintiff are sworn; the peon is asked, "did you serve the summons," to which he answers "yes;" the plaintiff is asked, "does the defendant owe you the money," to which he answers "yes;" and judgment is given for the plaintiff. Every one knows that in the vast majority of cases the summons has not been served in the manner prescribed by law, and every one knows that in many cases the plaintiff is not in a position to prove the debt by legal evidence; but, as the Judges have no time to enquire what the witnesses mean by the answers they have given, the matter is treated in the way I have described. If the necessary proof were given by affidavit in the mode which I now suggest, the necessary evidence would be recorded, and, if perjury were committed, it would be much more difficult for the offender to escape detection. The principal difficulty will be found to be to ascertain with certainty that the original summons has been served on the defendant and that the parties have had notice of the day on which the cause will appear for the first time in the list of cases for trial, where it will remain from day to day until it has been reached and tried. This difficulty will no doubt be great in the mofussil, though even there it is by no means insurmountable, but in Calcutta it would not be at all formid-

able, and a practice may be easily applied to the Small Cause Courts here, which, if found successful may, with modifications, if any are found desirable, be hereafter extended to the whole of the Civil Courts of the Province. Such a scheme to be effectual must provide that all suits in the Small Cause Court shall be commenced by a summons to be issued from the Court with a short statement of the claim endorsed upon it.

4. In claims for debts, the summons should be endorsed with an account, in the form of a bill, of the money claimed, and a printed notice informing the defendant that, if he wishes to defend the action, he may give notice of his intention to do so at the office of the Court on any working day within ten days of the service of the summons upon him, and that, if he does not give such notice, judgment will be given against him for the amount claimed and costs (which should be the amount of the *stamp only*), and execution will issue without further notice. There should also be at the foot of the notice a printed form of affidavit, stating that the amount claimed is due from the defendant to the plaintiff, and stating the means of knowledge of the affirmant, and on the face of the notice a form of affidavit to be sworn by the serving officer at the office of the Court on the return of the summons stating that the summons has been served on the proper person.

5. In actions for damages, there should be endorsed a short statement of the injury or contract in respect of which the claim is made, with dates and names of parties sufficient to indicate to a person *cognizant of the facts* what transaction is meant, and there should also be a notice to the defendant that he may appear if he pleases, and that, in the event of his not doing so, the case will, at the expiration of ten days, be placed on the list of cases for trial and heard and disposed of in his absence, if he is not present, when it is reached in its order in such list. The same affidavits should be made in these cases as in claims for debt. The service of these summonses *must in all cases be personal*, except in the case of purda-nashin women, and unless it is shewn that genuine attempts have been made to effect personal service, that the defendant is aware that the summons has been issued against him, and that he is avoiding personal service. Personal service must be made by the peon by showing the original summons to the defendant, or each of the defendants, if there are more than one, and by leaving a copy with the defendant, or each of the defendants, if there are more than one. Such copies should be supplied by the clerk who issues the summons, and each copy should bear a small stamp sufficient to cover the cost of the form and the time of the clerk occupied in filling it up. At present I think it will be found that personal service is rarely effected, or that any real attempt is made to effect it. The summons is ordinarily left for the defendant at the place where he lives, and in practice he almost always gets it; but I do not believe that there is any reason why he should not be served personally in almost every case, and I think that this is not done because the necessary trouble is not taken. The number of plaints filed yearly in the Small Cause Court is about 27,000, *i.e.*, allowing 250 working days in the year, say, 110 summonses to be served each day. In Calcutta a peon could certainly serve 11 each day personally, and a staff of 10 peons ought to be sufficient to ensure that the work is properly done. The serving peon must, on the return

of the summons, make and sign a declaration of service in the form printed on the face thereof before one of the clerks in the office, who must be a Commissioner for taking affidavits.

6. The difficulty of providing that the parties shall have notice of the day when their cases will appear in the list for trial, and that they must be and remain in attendance until they are tried, may be met by providing that the list for the next day shall be settled before 4 o'clock on the day preceding, that the plaintiff and such defendants as have given notice of their intention to defend must give an address to which notices may be sent, and that, on the evening of the day before that on which the case will appear on the list, notice that it will do so must be sent to both parties at those addresses. In order to carry on the work of the Court under the scheme now proposed, one essential part of which is that, in case the defendant does not defend the action, the cost recoverable from him shall be limited to the amount of the stamp upon the plaint, all plaints must be on stamped printed forms filled up in writing to meet the circumstances of each case. Such forms may be filled up either by the clerks in the office of the Court upon verbal instructions to be given at the time of presenting the plaint and without charge, or by the parties themselves upon stamped forms to be sold for that purpose, being in the latter case presented, in a completed state, to the proper clerk, whose duty it would be to examine it then and there and, if it is incomplete or not properly filled up, to explain the defects to the person presenting it, or to himself amend them if requested to do so. In no case, however, should the clerk receive any plaint unless it is upon one of the stamped printed forms of the Court with the particulars required by the law duly filled in, and for this purpose it would be necessary to provide a sufficient staff of clerks to receive and fill up the forms in all the cases presented to them, which, it may be roughly estimated, would amount to 110 for each working day. The same clerks would be appointed Commissioners to take affidavits, and would in all cases take the affirmations of the person presenting the claim as to the truth of the statements contained in it, and of the serving officer as to the truth of the statements contained in his affidavit when the summons is returned to the office by the peon after service. They must also receive and register notices of the defence, and, when such notices are delivered to them, ascertain and note, as far as possible, the nature of the defence intended to be set up, as for instance whether the debt is denied, or whether it has been paid; and they must at the same time obtain from the person giving the notice an address to which notices to the defendant may be sent. A register would have to be maintained in the office and written up from day to day under the direct supervision of the Registrar, in which should be entered in separate columns the date on which each suit is filed, the names of the parties, the nature of the claim, the date of service of the summons, the date of notice of intention to defend (if any has been given), and the nature of the defence of which notice (if any) has been given. The daily cause-lists would be made up by the Registrar from these registers, and the cases put on the cause-lists in the order in which they stand in this register, unless any case has been postponed by order of a Judge for some reason inherent in it.

W. COMER PETHERAM, Chief Justice.

ANNUAL STATEMENT No. I.—(CIVIL COURTS).

For the Court of Small Causes at Bombay for the year 1890.

PART I.

Return showing the Number of Officers of each Class exercising Original Jurisdiction in the Court on the last day of the year 1890.

Class of Courts.	OFFICERS EXERCISING ORIGINAL JURISDICTION ONLY.		REMARKS.
	Europeans.	Natives.	
1	4	5	6
Small Cause Court Judges	2 (*a*)	2	(*a*) The figure 2 in column 4 includes the Registrar. *N.B.*—The appointment of 4th Judge was vacant on the last day of the year.

PART II.

Statement showing the Receipts and Charges of the various Courts.

Class of Courts.	Receipts.					Charges.									Remarks.
	In Court Fee Stamps.		In Cash.		Total of Columns 2 to 5.	Salaries of Judicial Officers.	Establishment.		Contingencies.	Refunds.	House-rent.	Repairs to Buildings.	Cost of new Buildings.	Total of Columns 7 to 14.	
	Process Fees.	Other Fees.	Fines.	Other Receipts credited to Government.			Process Servers.	Other.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.				Rs. a. p.	
Court of Small Causes.	35,272 14 0	3,03,813 11 0	...	4,901 0 6	3,43,987 9 6	75,954 6 1	12,954 5 7	66,864 4 3	1,590 14 6	42,547 15 6	...	...	...	1,99,911 13 11	

Court of Small Causes,
Bombay, 31st December 1890.

EDW. VAN DER STRAATEN,
Registrar.

ANNUAL STATEMENT 7—(CIVIL).

Statement showing the Number and Description of Civil Suits instituted in the Court of Small Causes at Bombay in the year 1890.

Class of Tribunals.	Suits for Money or Moveable Property.										Title and other Suits.							Remarks.
	Contract in writing.	Contract not in writing.	On account stated.	Money had and received.	Goods sold.	Wages, Work and Materials.	Rent of Houses and Property other than Land.	Moveable Property or value thereof.	Damages.	Other Suits for Money or Moveables not already mentioned.	Arrears of rent of land with or without ejectment or cancelment of Lease.	Relating to distraint.	Damages for extortion or withholding Receipts or on account of illegal restraint or other cause.	Suits relating to Shipping.	Interpleader Suits.	Other Suits not falling under any of the previous heads.	Grand Total.	
1	2	3	4	5	6	7	8	9	10	11	12	14	15	29	32	35	36	37
Court of Small Causes.	16,703	1,292	523	474	8,242	1,758	1,891	173	517	241	250	1	12	7	4	324	32,412	252 ejectment suits. 71 suits in which plaintiff has not furnished particulars of claim. 1 suit on an award. 324 Total in coln. 35.

Court of Small Causes,
Bombay, 31*st December* 1890.

EDW. VAN DER STRAATEN,
Registrar.

ANNUAL STATEMENT 8—(CIVIL).

Statement showing Number and Value of Suits instituted in the Court of Small Causes at Bombay in the year 1890.

Class of Tribunals.	Number of Suits instituted in the different Courts.									Total value of Suits.	Remarks.
	Not exceeding Rs. 10.	Not exceeding Rs. 50.	Not exceeding Rs. 100.	Not exceeding Rs. 500.	Not exceeding Rs. 1,000.	Not exceeding Rs. 5,000.	Not exceeding Rs. 10,000.	Exceeding Rs. 10,000.	Number of Suits, the value of which cannot be estimated in money.		
1	2	3	4	5	6	7	8	9	10	11	12
										Rs. a. p.	
Court of Small Causes	2,088	16,309	6,370	6,309	869	467	...	...	.....	35,58,887 1 7	

Court of Small Causes,
Bombay, 31st December 1890.

EDW. VAN DER STRAATEN,
Registrar.

ANNUAL STATEMENT 9—(CIVIL).

Statement showing the General Result of the trial of Civil and Revenue Cases in the Court of Small Causes at Bombay in the year 1890.

PART I.—(CIVIL SUITS).

Class of Courts.	Total number of Suits before the Courts.	NUMBER OF SUITS DISPOSED OF.											Pending at the close of the year.	Number of Cases pending more than three months at the close of the year.	AVERAGE DURATION OF SUITS.		REMARKS.
		Transferred to Courts in other Province or Presidency.	Without trial.	WITHOUT CONTEST.				ON REFERENCE TO ARBITRATION.		WITH CONTEST.		Total disposed of, Columns 3 to 12.			Contested.	Uncontested.	
				Compromised.	Decreed on confession.	Decreed *ex-parte*.	Dismissed *ex-parte*.	For Plaintiff.	For Defendant.	Judgment for Plaintiff in whole or in part.	Judgment for Defendant.						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
															Days.	Days.	
Court of Small Causes.	35,403	...	1,703	7,422	6,869	11,060	69	71	23	3,737	1,153	32,107	3,296	619	45½	35½	

Court of Small Causes,
Bombay, 31st December 1890.

EDW. VAN DER STRAATEN,
Registrar.

ANNUAL STATEMENT 9—(CIVIL).

Statement showing the General Result of the Trial of Civil and Revenue Cases in the Court of Small Causes at Bombay in the year 1890.

PART II.—MISCELLANEOUS CASES (JUDICIAL).

Class of Courts.	Total number of Cases before the Courts.	NUMBER OF CASES DISPOSED OF.											Pending at the close of the year.	Number of Cases pending more than three months at the close of the year.	AVERAGE DURATION OF MISCELLANEOUS CASES.		Remarks.
		Transferred to Courts in other Province or Presidency.	Without trial.	WITHOUT CONTEST.				ON REFERENCE TO ARBITRATION.		WITH CONTEST.		Total disposed of, Columns 3 to 12.			Contested.	Uncontested.	
				Compromised.	Decreed on confession.	Decreed *ex-parte*.	Dismissed *ex-parte*.	For Plaintiff.	For Defendant.	Judgment for Plaintiff in whole or in part.	Judgment for Defendant.						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	16	17
															Days.	Days.	
Court of Small Causes* *a*.	1,167	...	374	462	272	...	...	...	...	6	16	1,130	37	...	30	13½	
Court of Small Causes* *b*.	463	...	46	10	...	...	1	...	...	298	92	447	16	...	22	22	
Court of Small Causes* *c*.	7,225	...	844	16	787	5,210	...	...	...	...	...	6,857	368	...	...	37½	
Court of Small Causes* *d*.	25	...	...	5	1	...	...	...	...	6	4	16	9	3	75	34	
Grand Total...	8,880	...	1,264	493	1,060	5,210	1	...	...	310	112	8,450	430	3	23½	33	

Note.—These figures represent—

(*a*) The number of distress warrants applied for under Chapter VIII. of the Presidency Small Cause Courts Act,
(*b*) „ claims made to attached property under Section 278 of the Civil Procedure Code,
(*c*) „ notices under Section 248 of the Civil Procedure Code,
(*d*) „ Municipal appeals, references or petitions under Bombay Act III. of 1888,

} including pending from the preceding year.

Court of Small Causes, Bombay, 31st December 1890.

EDW. VAN DER STRAATEN, Registrar.

ANNUAL STATEMENT 11—(CIVIL).

Statement showing the Result of Proceedings on Applications for the execution of the Decrees of the Court of Small Causes at Bombay in the year 1890.

Class of Courts.	Total number of Applications for the execution of Decrees before the Courts.*	APPLICATIONS DISPOSED OF					Pending at the end of the year.	Number of Applications pending more than three months at the close of the year	AMOUNT REALISED.		NUMBER OF APPLICATIONS.											REMARKS.
		By transfer to Courts in other Province or Presidency.	Satisfaction obtained in full.	Satisfaction obtained in part.	Wholly infructuous.	Total disposed of (Columns 3 to 6).			With the issue of Process.	Without the issue of Process.	On which the Judgment-debtor was imprisoned.	On which he was arrested but released without imprisonment.	On which Moveable Property		On which Immoveable Property		onwhich possession was given.		On which specific performance was enforced.	On which partition was effected.	On which execution was effected otherwise than the preceding columns.	
													Was sold.	Was attached but subsequently released.	Was sold.	Was dealt with under Sections 305, 322 or 326, Act XIV of 1882.	Was attached but subsequently released under Section 275.	Of Moveables.	Of Immoveables.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
									Rs. a. p.	Rs. a. p.													
Court of Small Causes.	22,790	219(a)	3,482	1,487	15,100	20,318	2,472	321	1,96,131 9 7	3,57,681 10 7	826	1,639	681	952	..	..	..	..	35	..	..	2,188	(a) Besides these, there were 474 applications disposed of by transfer to Courts within the Presidency.

* That is, the total of the entries in columns 7 and 8.

Court of Small Causes,
Bombay, 31st December 1890.

EDW. VAN DER STRAATEN,
Registrar.

XIV.

Statement showing the Work done by the Court of Small Causes at Bombay during the year 1890.

Names of Courts.	Criminal Work.		Civil Work.												Remarks.
			Original.				Appeals.								
	Cases disposed of by the Sessions Court.	Appeals disposed of by the Sessions Court.	Total number of Suits before the Court.	Disposed of.	Pending at the end of the year under report.	Pending at the end of the preceding year.	Total number of Appeals before the Court.	Disposed of.	Pending at the end of the year under report.	Pending at the end of the preceding year.	Execution proceedings disposed of.	Orders made after investigation, Column 43 of the monthly Civil Returns.	Number of Original Suits pending more than a year at the end of the year under report.	Number of Appeals pending more than a year at the end of the year under report.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Small Cause Court of Bombay	...	...	35,403	32,107	3,296	2,991	...	...	...	...	20,318	...	36	...	

Court of Small Causes,
Bombay, 31st December 1890.

EWD. VAN DER STRAATEN,
Registrar.

BOMBAY CHAMBER OF COMMERCE, *25th June* 1891.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed by the Committee to acknowledge the receipt of your letter No. 2283 of 24th April 1891 covering certain papers embodying suggestions made to the Government of India respecting the Presidency Small Cause Courts and for the improvement and amendment of Act XV. of 1882, on which Government is pleased to invite the opinion of the Chamber.

2. The questions discussed and the proposals embodied in these papers being of great importance not only to the commercial community but to the public at large, it was decided before replying to Government to submit the subject to a special Committee, and the following gentlemen were accordingly appointed as representing both the legal and commercial members of the Chamber, *viz.* :—

The Hon'ble Mr. L. R. W. Forrest, Chairman of the Chamber.

W. R. Macdonell, Esq., of the Bombay Company, Limited.

H. C. Burder, Esq., of Messrs. Crawford, Burder and Co.

G. W. Roughton, Esq., of Messrs. Roughton and Byrne.

3. As the result of the information placed at their disposal by these gentlemen after a careful and exhaustive discussion of the whole question, the Committee of the Chamber direct me to say that they find no serious cause of complaint against either the working or the general procedure of the Small Cause Courts in Bombay. Out of a total number of 35,403 cases before the Courts during the past year including 2,991 brought forward from the previous year, 32,107 had been disposed of leaving only 3,296 pending at the close of the year, and as this number included the cases the hearing of which had been postponed by the consent of the parties concerned, it would appear that the Courts had fairly kept pace with the work annually brought before them. The working of the Calcutta Courts apparently show less satisfactory results, but that

fact may be owing either to the system of procedure or the officers who administer it. Unfortunately the information contained in the papers placed at the disposal of the Chamber is not sufficient to show where the defect really lies, but presumably it is mainly due to an objectionable form of procedure, arising from the power under Section 23 of Act XV. of 1882 not having been sufficiently exercised. Under that section it is open to the authorities framing the rules of procedure for the Courts of Small Causes to eliminate from the Civil Procedure Code all provisions which may be found cumbersome and inapplicable to the summary procedure for which these Courts have been instituted. In Bombay this power has been amply availed of with the result as already mentioned that the business of the Courts is performed in a manner which leaves no real ground of complaint, and the Committee of the Chamber are therefore averse to supporting any important alterations either in the jurisdiction or rules of procedure.

4. The detailed proposals contained in the papers submitted may be shortly stated and replied to as follows :—

(*a*) That the present maximum limit of jurisdiction in the Small Causes Court should be altered from Rs. 2,000 to Rs. 1,000.

As to this the Committee of the Chamber direct me to say that they are averse to any reduction in the maximum limit of jurisdiction, but if any change is to be made they would prefer that it should be in the direction of concurrent jurisdiction in the High Court and Court of Small Causes for sums over Rs. 1,000.

(*b*) That Section 38 of Act XV. of 1882 should be repealed and that an appeal to the High Court should lie in suits for sums exceeding Rs. 1,000.

In respect to this suggestion, I am to say that this Chamber would prefer that Section 38 of Act XV. of 1882 should not be repealed but that it should be amplified so as to give a right of re-hearing in every case relating to sums exceeding Rs. 1,000, and that in addition a right of appeal should be given

in all similar suits. The reasons for which the Committee advocate the amendment taking this form are that the High Court of Bombay has in effect decided that no order for re-hearing can be granted in any case merely on the ground that there has been evidence given which leaves the Small Cause Court doubtful as to which party is in the right. As no judge would be likely to admit that his decision was wrong, it follows that the section in Bombay is now really limited to cases in which the law laid down by the Small Cause Court is doubtful, and for such cases other procedure is available under the sections relating to revision. What my Committee consider is really wanted is an opportunity for the plaintiff to obtain a re-hearing in cases where a fraudulent defence has been set up at the first hearing in the Small Cause Court, which defence could not have succeeded had the procedure at the Small Cause Court enabled the plaintiff to show that the defendant's documents produced in the Small Cause Court were fraudulent, and which he would on a re-hearing be able to do in the High Court, where the whole procedure as regards inspection of documents contained in the Civil Procedure Code obtains. A mere right of appeal will not cover this point because an appeal can only proceed on the facts and evidence before the Court of first instance, whereas a right of re-hearing enables the suitor to meet deficiencies in the evidence caused by surprise or otherwise in the first Court. Practically, the position now is that the plaintiff does not know what case he has to meet in the Small Cause Court, and he can be, and no doubt frequently is, met with fraudulent documents and a fraudulent defence, which the Committee of the Chamber submit should not be possible in suits for so large a sum as Rs. 2,000.

(c) That to relieve the pressure on the judges of the present Small Cause Courts a system of default summonses might be adopted similar to that permitted in County Courts in England.

The Committee of the Chamber are of opinion that a system of default summonses, such as that suggested, might be advantageously adopted for suits over Rs. 500. In purely commercial cases this process would no doubt be of considerable advantage, but the Committee are disposed to think that in small suits brought by money-lenders or others—of which the bulk of the business of the Courts consists—the adoption of this suggestion might open the door to serious fraud. Moreover real hardship might also result to defendants, as the effect of these default summonses would be to throw on each defendant the necessity of two attendances at the Small Cause Court, namely, one to obtain leave to defend and the other for actual defence.

(d) That the procedure at present in force in the Presidency Small Cause Courts might be improved.

As indicated in the remarks already made regarding the general question of the working of the Courts, the Committee of the Chamber do not favor any alterations beyond those mentioned, so far as the Bombay Court of Small Causes is concerned, and they venture to think that if a close comparison is instituted between the procedure of the Calcutta and Bombay Courts, it will be found that a remedy is available without such alterations being effected.

5. I am directed to point out that the references to English Acts should be in paragraph 3, section 86 of 51 and 52 Vict : Cap : 43, instead of 38 and 39 Vict : Cap : 50, the latter Act having been repealed by the former ; and again in paragraph 4, 44 and 45 Vict : Cap : 68 has been quoted in place of 51 and 52 Vict : Cap : 43 section 164.—I have, &c.,

L. R. W. FORREST, Chairman.
JOHN MARSHALL, Secretary.

APPENDIX J.

INDIAN FACTORIES ACT, 1881, AS MODIFIED UP TO APRIL 1891.

ACT NO. XV. OF 1881. [a]

PASSED BY THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

Received the Governor General's assent on the 15th March, 1881.)

An Act to regulate labour in Factories.

(As modified up to the 1st April, 1891.)

Whereas it is expedient to regulate labour in factories ; It is hereby enacted as follows :— Preamble.

Preliminary.

Short title and local extent. 1. This Act may be called the Indian Factories Act, 1881.

It applies to the whole of British India. [b]

Interpretation clause. 2. In this Act, unless there is something repugnant in the subject or context,—

"factory ;" "factory" means any premises (other than indigo-factories or premises situated on, and used solely for the purposes of, a tea or coffee plantation) wherein is carried on, for not less than four months in the whole in any one year, any process for, or incidental to making, altering, repairing, ornamenting, finishing or otherwise adapting for use, transport or sale, any article or part of an article ; and

(a) wherein steam, water or other mechanical power is used in aid of any such process ; and

[c](b) wherein, subject to the provisions of section 20, not less than fifty persons are on any day simultaneously employed in any manual labour in, or incidental to, any such process ; and [c]

every part of a factory shall be deemed to be a factory, except any part used exclusively as a dwelling :

"child;" "child" means a person under the age of fourteen [d] years ;

---

[a] References to Act XV of 1881, to be read as references to that Act as amended by Act XI of 1891, see s. 19 of the latter Act.

[b] Words and figures in s. 1, repealed by Act XI of 1891, s. 2, are omitted.

[c-c] This clause was substituted for the original clause (b) of s. 2 by Act XI of 1891, s. 3.

[d] This word "fourteen" was substituted for the original word "twelve" in s. 2 by Act XI of 1891, s. 5.

"mill-gearing" includes every shaft, whether up-right, oblique or horizontal, and every wheel, drum, pulley, rope, driving strap or band, by which the motion of the first moving power is communicated to any machine;

"mill-gearing;"

a person [a] who works in a factory, whether for wages or not, [b] in a manufacturing process or handicraft, or in cleaning any part of the factory used for any manufacturing process or handicraft, or in cleaning or oiling any part of the machinery or in any other kind of work whatsoever incidental to, or connected with, the manufacturing process or handicraft, or connected with the article made or otherwise the subject of the manufacturing process or handicraft therein, shall be deemed to be employed therein within the meaning of this Act.

"employed."

Inspectors and certifying Surgeons.

3. The Local Government may in its discretion, by notification in the official Gazette, appoint, [c] by name or by office, [c] such persons as it thinks fit to be Inspectors of factories within such local limits as it may assign to such Inspectors, and may suspend or dismiss any persons so appointed.

Inspectors.

[d] The District Magistrate shall, in virtue of his office, be an Inspector of all factories, if any, in his district.

Such Inspectors shall be deemed public servants within the meaning of the Indian Penal Code, [e] and shall be officially subordinate to such authority as the Local Government may from time to time indicate in this behalf.

4. An Inspector of factories may, within the local limits for which he is appointed,—

Powers of Inspector.

(a) enter, with such assistants (if any) as he thinks fit, any factory whenever he has reason to believe that any person is employed therein;

(b) make such examination of the premises and machinery, and of the registers hereinafter prescribed, and take on the spot or otherwise such evidence of any person as such Inspector may deem necessary for carrying out the purposes [f] of this Act;

(c) order that any person shall not be employed in a factory

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[a] This word "person" was substituted for the original word "child" in the definition of the word "employed" by Act XI of 1891, s. 4 (1).

[b] The word "either," in the definition of the word "employed," repealed by Act XI of 1891, s. 4 (2), is omitted.

[c-c] These words in s. 3 were inserted by Act XI of 1891, s. 6 (1).

[d] This second para. was substituted for the original second para. of s. 3 by Act XI of 1891, s. 6 (2).

[e] For Act XLV of 1860 see the revised edition, as modified up to 1st August, 1890, published by the Legislative Department.

[f] This word "purposes" was substituted for the original word "provisions" in clause (b) of s. 4 by Act XI of 1891, s. 7.

when he has reason to believe that such employment would be in contravention of this Act,—

until the age of such person has been certified in the manner hereinafter provided to be above nine [a] years, or

for more than the time allowed by this Act for the employment of children, until his age has been so certified to be above fourteen [b] years.

Certifying surgeons.

5. The civil surgeon or such other person practising medicine or surgery as the Local Government may from to time appoint in this behalf for any local area (hereinafter called the certifying surgeon) shall, at the request of any person employed or desirous of being employed in a factory situate in such local area, or of the parent or guardian of such person, [c] and on payment by such person of such fee, if any, as may from time to time be prescribed by the Governor-General in Council by notification in the Gazette of India, [c] examine such person and grant him a certificate, stating whether his age, as nearly as it can be ascertained from such examination, is above or below nine [d] years, or fourteen [e] years, as the case may be.

All Operatives. [f]

Limited stoppage of work daily in certain circumstances.

[f] 5 A. (1) In every factory, except a factory in which a system of employment in shifts or sets approved by the local Inspector is in force, there shall between noon and two o'clock in the afternoon be a stoppage of work for a full half-hour :

(2) Provided that nothing in this section shall apply to any factory of a class to which the Governor-General in Council has, by notification in the Gazette of India, declared this section not to apply.

Holidays.

[f] 5 B. (1) No person shall be employed in any factory on a Sunday :

(2) Provided as follows :—

(a) any manager, foreman, mechanic, artisan or labourer may be employed in a factory on a Sunday in examining or repairing, or in supervising or aiding in the examination or repair of, any machinery or other thing whatsoever necessary for the carrying on of the work performed in the factory ;

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[a] This word "nine" was substituted for the original word "seven" in s. 4 by Act XI of 1891, s. 9.

[b] This word "fourteen" was substituted for the original word "twelve" in s. 4 by Act XI of 1891, s. 5.

[c-c] These words in s. 5 were inserted by Act XI of 1891, s. 8.

[d] This word "nine" was substituted for the original word "seven" in s. 4 by Act XI of 1891, s. 9.

[e] This word "fourteen" was substituted for the original word "twelve" in s. 4 by Act XI of 1891, s. 5.

[f] This heading was substituted for the original heading to s. 6, and these ss. 5A to 11, both inclusive, were substituted for the original ss. 6 to 11, both inclusive, by Act XI of 1891, s. 10.

(*b*) any person may be employed in a factory on a Sunday if he has had or will have a holiday for a whole day on one of the three days immediately preceding or succeeding the Sunday ;

(*c*) the Local Government may from time to time, by notification in the official Gazette, declare sub-section (1) of this section not to apply to any factory or class of factories (the factory or class being described in the notification) in which the work performed—

(*i*) necessitates continuous production for technical reasons, or

(*ii*) supplies the public with articles of prime necessity which must be made every day, or

(*iii*) by its nature cannot be carried on except at stated seasons or at times dependent on the irregular action of natural forces ; and

(*d*) the Governor General in Council may from time to time, by notification in the Gazette of India, declare sub-section (1) of this section not to apply to factories of any class described in the notification.

Women.

Employment of women.

[*a*] 6. (1) No woman shall be employed before five o'clock in the morning or after eight o'clock in the evening in any factory in which a system of employment in shifts or sets approved by the local Inspector is not in force.

(2) No woman shall be actually employed in any factory in any one day for more than eleven hours.

(3) Every woman shall be allowed an interval or intervals of rest amounting in the aggregate to at least an hour-and-a-half in the day when she is actually employed for eleven hours and to a proportionately less time when she is actually employed for less than eleven hours.

(4) The Governor General in Council may from time to time, by notification in the Gazette of India, declare all or any of the foregoing sub-sections of this section not to apply to factories of any class described in the notification or to women employed in any process so described.

Children.

Employment of children.

[*b*] 7. (1) No child shall be employed in any factory if he is under the age of nine years.

(2) No child shall be employed in any factory before five o'clock in the morning or after eight o'clock in the evening.

(3) No child shall be actually employed in any factory for more than seven hours in any one day.

(4) Every child who is actually employed in any factory for six hours in any one day shall be allowed an interval or intervals of rest amounting in the aggregate to at least half-an-hour.

[*a*] See footnote [*f*] on preceding page.
[*b*] See footnote [*f*] on p. 6, *supra*.

Prohibition of employment of child in certain dangerous work.

[a] 8. No occupier of a factory shall allow any child to clean any part of the mill-gearing or machinery of such factory while the same is in motion, or to work between the fixed and traversing parts of any selfacting machine while such machine is in motion by the action of the steam-engine, water-wheel or other mechanical power, as the case may be.

Register of children in a factory.

[a] 9. The Local Government may direct any occupier of a factory to keep, in such form and with such particulars as such Government may from time to time prescribe, registers of the children (if any) employed in such factory, and of their respective employments.

Women and Children.

Provision supplementary to sections 6 and 7.

[a] 10. (1) The occupier shall set up and maintain, in some conspicuous place in the factory, a printed or written notice, in English and the languages of the district in which the factory is situated, showing the times at which such intervals as are required by section 6, sub-section (3), and section 7, sub-section (4), to be allowed to women and children, respectively, shall be allowed and the length of each interval.

(2) A woman or child shall not be deemed to be actually employed within the meaning of section 6 or section 7 during any such interval as aforesaid.

Prohibition of employment of woman or child in two factories on same day.

[a] 11. No occupier of a factory shall employ therein on any day any woman or child who has to his knowledge already been employed on the same day in any other factory.

Fencing.

Fencing.

12. (*a*) Every fly-wheel directly connected with a steam-engine [*b*] water-wheel or other mechanical power in any part of a factory, and every part of a steam-engine or water-wheel,

(*b*) every hoist or teagle near which any person is liable to pass or be employed, and

(*c*) every other part of the machinery or mill-gearing of a factory which may, in the opinion of the local Inspector, be dangerous if left unfenced, and which he may have ordered to be fenced,

shall, while the same is in motion, be kept by the occupier of such factory securely fenced.

Any order under clause (*c*) may be set aside, on appeal or otherwise, by the Local Government or such authority as it may appoint in this behalf.

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[a] See footnote [*f*] on p. 6, *supra*.

[b] The word "or," where it first occurs in s. 12(*a*) repealed by Act XI. of 1891, s. 11, is omitted.

Notices.

Notice to be given of accidents.

13. When any accident occurs in a factory causing death or bodily injury whereby the person injured is prevented from returning to his work in the factory during forty-eight hours next [*a*] after the occurrence of the accident, the occupier of such factory, or, in his absence, his principal agent in the management of such factory, shall send such notice of [*b*] the accident [*b*] to such authorities in such form and within such time as the Local Government may from time to time by rule direct.

Person begining to occupy factory to give notice.

14. Every person shall, within one month after he begins to occupy a factory, send to the local Inspector a written notice containing the name of the factory [*c*] and of [*c*] the place where it is situate, the address to which he desires his letters to be addressed, the nature of the work performed in such factory, the nature and amount of the moving power therein, and the name of the person [*d*] under whom the business of the factory is to be carried on.

Penalties.

Penalties.

[*e*] 15. (1) Any person who, in breach of this Act or of any order or rule made thereunder,—

(*a*) employs any person in any factory ;

(*b*) allows any child to perform the work forbidden by, or to work in contravention of, section 8 ;

(*c*) neglects to keep a register in manner prescribed under section 9 ;

(*d*) neglects to set up or maintain the notice required by section 10, sub-section (1) ;

(*e*) neglects to fence any machinery or mill-gearing in any factory ;

(*f*) neglects to maintain a supply of water for the use of persons employed in any factory ;

(*g*) neglects to ventilate any factory or to keep any factory in a cleanly state and free from effluvia arising from any drain, privy or other nuisance ;

(*h*) suffers any factory to be so overcrowded, while work is carried on therein, as to be injurious to the health of the persons employed therein ; or

(*i*) neglects to send any notice or furnish any return,

shall be punished with fine which may extend to two hundred rupees :

[*a*] This word "next" in s. 13 was inserted by Act XI. of 1891, s. 12.

[*b-b*] These words in s. 13 were substituted for the orginal words by Act XI. of 1891, s. 12.

[*c-c*] These words in s. 14 were inserted by Act XI. of 1891, s. 13 (1).

[*d*] The words "(if any)" in s. 14, repealed by Act XI. of 1891, s. 13 (2), are omitted.

[*e*] This section was substituted for the orginal s. 15 by Act XI. of 1891, s. 14.

Provided that—

(*i*) no prosecution under this sub-section shall be instituted except by, or with the previous sanction of, the local Inspector; and

(*ii*) no person shall be liable under this sub-section to more than one penalty for any one description of offence committed on the same day, except where two or more persons are employed contrary to the provisions of this Act, in which case one penalty may be imposed in respect of each person so employed.

(2) Any person who corruptly uses or attempts to use, as a certificate granted to himself under section 5, a certificate granted to another person under that section, or who, having procured a certificate under the said section, corruptly allows it to be used, or an attempt to use it to be made, by another person, shall be punished with fine which may extend to twenty rupees.

Burden of proof as to age.

16. Where an act or omission would, if a person were under nine [*a*] or fourteen [*b*] years of age, be an offence punishable under this Act, and such person is, in the opinion of the Court, apparently under such age, it shall lie on the accused to prove that such person is not under such age.

A declaration in writing by a certifying surgeon that he has personally examined a person employed in a factory and believes him to be under or over the age set forth in such declaration shall, for the purposes of this Act, be admissible as evidence of the age of that person.

Occupier primarily liable for breaches of Act or orders or rules thereunder.

[*c*] 17. Every occupier of a factory shall be deemed primarily liable for any breach therein of this Act or of any order or rule made thereunder; but he may discharge himself from such liability by proof that such breach was committed by some other person without his knowledge or consent, and in that case the person committing such breach shall be liable therefor.

Miscellaneous.

Power to make rules.

[*d*] 18. (1) Subject to the control of the Governor General in Council, the Local Government may from time to time make rules consistent with this Act to provide for—

(*a*) the fencing of machinery and mill-gearing in factories;

(*b*) the water-supply to be maintained for the use of persons employed in factories;

(*c*) the ventilation of factories and their cleanliness (including

[*a*] This word "nine" was substitute dfor the original word "seven" in s. 16 by Act XI. of 1891, s. 9.

[*b*] This word "fourteen" was substituted for the original word "twelve" in s. 16 by Act XI of 1191, s. 5.

[*c*] This section was substituted for the original s. 17 by Act XI. of 1891, s. 15.

[*d*] This section was substituted for the original s. 18 by Act XI. of 1891, s. 16 (1).

lime-washing, painting, varnishing and washing) and freedom from effluvia arising from any drain, privy or other nuisance ;

(*d*) the prevention of such overcrowding of factories, while work is carried on therein, as is likely to be injurious to the health of the persons employed therein ;

(*e*) the inspection of factories ;

(*f*) the manner in which appeals under this Act are to be presented and heard ; and

(*g*) otherwise carrying out the purposes of this Act.

(2) The Governor General in Council may from time to time make rules requiring occupiers of factories to furnish such returns, occasional or periodical, as may be necessary for the effectual carrying out of this Act.

(3) Such rules shall be published in the local official Gazette or the Gazette of India, as the case may be, and shall thereupon have the force of law.

(4) Before making rules under clause (*b*), clause (*c*) or clause (*d*) of sub-section (1) of this section, the Local Government, and before making rules under sub-section (2) of this section the Governor General in Council, shall publish, in such manner as may in its or his opinion be sufficient for giving information to persons interested, a draft of the proposed rules, with a notice specifying a date (not less remote than two months from the publication of the notice) at or after which the draft will be taken into consideration, and shall consider any objection or suggestion which may be received from any person with respect to the draft before the date so specified.

Crown factories.

19. This Act shall apply to factories belonging to the Crown : provided that, in case of any public emergency, the Governor General in Council or the Local Government may, by order in writing, exempt any [*a*] factory from this Act to such extent and during such period as the Governor General in Council or the Local Government, as the case may be, thinks fit.

Power to Local Government to extend definition of "factory."

[*b*] 20. Notwithstanding anything in clause (*b*) of the definition of the word "factory" in section 2, the Local Government may from time to time, by notification in the official Gazette, declare any premises, or premises of any class, which fulfil the other conditions of the said definition, to be a factory for all the purposes of this Act, or for such of those purposes as may be specified in the notification, if the number of persons simultaneously employed in the premises on any day in any manual labour in, or incidental to, any such process as is referred to in the said clause (*b*) is less than fifty and not less than twenty.

(2) The Local Government may, by such notification, fix any number below fifty and not below twenty as the number of persons whose simultaneous employment as aforesaid is to be held to subject premises, as a factory, to all or any of the provisions of this Act and of the orders and rules made thereunder.

[*a*] The word "such" repealed by Act XI. of 1891, s. 17, is omitted.

[*b*] S. 20 was added by Act XI. of 1891, s. 18.

APPENDIX K.

NATIVE PASSENGER SHIPS COMMISSION.

REPORT OF THE COMMISSION.

CALCUTTA, *28th February* 1891.

To the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

SIR,—In accordance with the instructions contained in Resolution No. 4940, dated 16th October 1890, and Resolution No. 5605, dated 29th November 1890, copies of which are given in the preceding pages, we, the undersigned Commissioners, appointed by His Excellency the Governor General in Council, having completed our enquiry, have the honour to report as follows.

2. The Commission began its work in Calcutta on the 1st December, and at that port held 17 meetings, examined 11 witnesses, visited 4 vessels, and made certain experiments in regard to the placing of native passengers within measured areas.

3. The Commission having Captain J. H. Atkinson, of the British India Steam Navigation Company, as a member in the place of Messrs. Mackay and Turner, left Calcutta for Rangoon on the 3rd January, and during the voyage examined 5 witnesses. All of these, with one exception, were native 3rd class passengers. Experiments were made in regard to the placing of native passengers with their baggage in measured deck areas. The arrangements regarding latrines, cooking places, and screened bathing places for females, were also examined. Considerable experience was gained as to the life on board of 3rd class deck passengers, the arrangements made for their comfort, and the inconveniences they experience.

4. The Commission arrived in Rangoon on the 7th January, and was joined by Captain G. Wilson. At that port the Commission held five meetings and examined 9 witnesses. The s.s. *Rasmara*, trading between Rangoon and Moulmein, was visited and examined. Her Majesty's Indian Marine vessel *Dalhousie* was visited, and notes were made of the arrangements for converting mess tables into sleeping platforms, of the means employed for ventilating decks occupied by troops, and of the life-saving appliances carried on board troopships.

5. The Commission left Rangoon on the 14th January 1891 for Madras, calling at the following ports on the Coromandel Coast:—Calingapatam, Bimlipatam, Vizagapatam, Coconada and Masulipatam. During the voyage, which occupied eight days, 15 witnesses were examined. The majority of these were native 3rd class passengers returning from Burma to their homes in the Madras Presidency. Further experiments were made in regard to the placing of native passengers with and without their baggage in measured deck areas. The Commission also enquired into the question of the shelter afforded by tented awnings and side-screens in bad weather.

6. We arrived at Madras on the 22nd January, and on that and the following day examined 7 witnesses.

7. The Commission arrived by train in Bombay on the 26th January, and during a stay of 9 days examined 24 witnesses. We visited 5 vessels engaged in the native passenger trade on the western coast. Of these, 3 belonged to the Bombay Steam Navigation Company, and the others were British India steamers. A short memoran lum of our visits to these vessels will be found in the appendix. We were joined in Bombay by Mr. H. W. Uloth, the representative of the Bombay Chamber of Commerce. He attended our meetings at Bombay, but was unable to accompany us to Calcutta or to take part in the drawing up of this report. Mr. J. A. Shepherd of the Bombay Steam Navigation Company, who is very largely interested in the native passenger trade, was present at our meetings, and was allowed to cross-examine the witnesses through the President. Whenever it was possible he was furnished beforehand with a copy of the evidence that was to be given, and was thus able to prepare his cross-examination before the evidence was taken. The records of the Bombay evidence will show that he took full advantage of this privilege.

8. The Commission returned to Calcutta on the 9th February, when Messrs. Mackay and Turner resumed their places on it. We concluded our labours by holding four meetings and taking the evidence of three native passengers who had been sent from Dumraon by Rai Jaiprakash Lall Bahadur, a gentleman who is much interested in encouraging emigration from Behar to Burma.

9. In the following pages will be found the proceedings of each meeting and the evidence in detail of each witness examined. It will be seen that the Commission held altogether 46 meetings, examined 74 witnesses, and visited 11 vessels engaged in the native passenger trade.

10. The points which we were required to enquire into and report upon may be briefly summarized as follows :—

(1) The treatment of vessels with three decks—'tween deck, main deck, and upper or shade deck—the number of passengers to be carried by such vessels, and the allotment of space in vessels carrying native passengers.

(2) The provision of medical officers on board native passenger vessels carrying a large number of passengers.

(3) The provision of life saving appliances on native passenger ships.

(4) The protection of passengers in the 'tween deck of vessels of large beam by means of fore and aft railings to prevent accidents in bad weather.

(5) The disposal of heavy baggage belonging to native passengers.

(6) Certain proposals made by the local authorities in Bombay arising out of the foundering of the s.s. *Vaitarna* in November 1888.

(7) The Commission was also required to consider any other cognate matters that might be brought before it, or which it might consider proper to be examined.

(8) The Commission was further required to report on the advisability of allowing native passenger vessels to carry gunpowder and other explosives beyond the amount required for the ship's purposes.

11. It is, in our opinion, unnecessary to prepare an analysis of the evidence obtained in regard to each of the points above mentioned, or to report in detail the considerations which have led us to the conclusions we have arrived at. We venture to hope that in the following recommendations will be found answers to all the questions we have been asked to examine. In them will also be found our views on other matters connected with the subject of native passenger ships, to which we desire to draw the attention of Government.

Recommendations—

(1) That Government be advised to consult the Meteorological Department with a view to framing a revised schedule of fair and foul seasons.

(2) That voyages be divided into—

(*a*) *Excursion voyages*, limited to the hours of daylight and to the fair season only. On these voyages passengers are not to be embarked before daylight or kept on board after dark.

(*b*) *Shelter-port voyages* to be limited to 12 hours between two ports of shelter. A schedule of shelter-ports to be prepaired by Government. Vessels engaged on shelter-port voyages should hold valid Board of Trade Certificates or certificates of equal value granted by a British, Indian or Colonial Government as Home Trade passenger ships, or certificates of a higher grade. For sea-going vessels holding certificates as Foreign Trade passenger ships, as described in the next paragraph, shelter-port voyages may be extended to 16 hours between two ports of shelter.

(*c*) *Short voyages* to be limited to 120 hours on a direct voyage from one port to another, and on passages when the same passengers are on board for not over 240 hours calling at intermediate ports. A voyage from India to the port of Aden, whether going direct or calling at intermediate port or ports, should be deemed a long voyage. Vessels engaged in long and short voyages to be sea-going ships holding valid Board of Trade Certificates or certificates of equal value granted by a British, Indian or Colonial Government as Foreign Trade passenger ships.

(*d*) *A long voyage* to mean a direct voyage from one port to another extending over 120 hours, or to voyages where the same passengers are more than 240 hours on board calling at intermediate ports.

(3) *Ventilation* to be the same as that provided in the Emigration service, not less than 10 inches per passenger, exclusive of hatches. The foul air of each deck to be carried up in separate shafts above the uppermost deck. If passengers are carried on two decks below the tonnage deck, the lowermost deck to be ventilated by artificial ventilation, such as Blackman's ventilator, or a thermantidote of approved design.

(4) We recommend that, wherever possible, arrangements be made by which passengers should be embarked and disembarked alongside of piers.

(5) Alley-ways or fore and aft passages on the main or tonnage deck, which are less than 8 feet in width, are not suitable places for passengers, and should not therefore be measured. Alley-ways which are not less than 8 feet in width and free from obstruction, can be measured, provided a 4-feet gangway is kept clear and divided off when occupied by passengers by a fore and aft 3-inch cant-piece.

(6) That hatches are desirable places for passengers, and should be measured, except in so far as they form gang-ways between passenger-carrying decks, provided—

(*a*) that suitable protection is provided to prevent passengers falling into the hold;

(*b*) that the hatches, while required by measurement for the accommodation of passengers, shall not be opened at an intermediate port, or till the end of the voyage;

(*c*) that the hatches are sufficiently strong to carry passengers.

(7) That the topgallant forecastle, or what represents it in a flush-deck vessel, shall not be measured until airing space at the rate of 3 square feet for each member of the crew has been deducted and marked off at the after end thereof by an athwart-ship cant-piece. That in no case shall the deck forward of the capstan or windlass be measured for passengers, but the space shall, where clear, be measured for the crew.

(8) That double awnings, weather-cloths, and curtains shall not be considered permanent shelter in foul weather, but shall be provided in all seasons for all exposed decks for the convenience of native passengers. And such decks, or portions thereof, shall, in foul weather, be reserved for the use of the passengers under permanent shelter in proportion to the numbers carried.

Example.—Supposing a vessel has permanent shelter for 1,200 passengers, and there are only 600 on board, then half the uppermost or unprotected deck area (excluding the 1st and 2nd class and crew airing spaces) is to be kept clear for the use of the passengers under permanent shelter in the foul season.

(9) No 'tween deck or permantly covered-in deck, which is less than 6 feet in height to the deck, to be measured for passengers.

(10) The 'tween deck shall be lighted by day by sufficiently large side-ports or scuttles at suitable intervals, and not, as a rule, more than 15 feet apart. Orlop decks not provided with scuttles should be lighted by artificial means at all hours. All decks shall be lighted at night by not less than two electric or police lamps for each compartment.

(11) Space for each passenger or any deck in the fair season:—

(*a*) for excursion voyages, 6 square feet;

(*b*) for shelter-port voyages, 7 feet;

(*c*) for short voyages, 9 feet;

(*d*) for long voyages, we make no change in the rules in force at the present time.

(12) The 5-feet rule now in force between the Coromandel Ports of the Madras Presidency and Burma to be cancelled.

(13) For shelter-port voyages in the foul season and for short voyages in the foul season, there should be permanent shelter at the rate of 7 square feet for every passenger carried. A deck having solid bulwarks and a permanent wooden or iron deck over it to be considered permanent shelter. In the foul season if passengers are carried on more than one permanently-covered deck, below the tonnage deck, the space required on such extra decks shall be 14 superficial feet for each passenger.

(14) The lower hold must not be considered proper accommodation for passengers; neither are spaces which consist of temporary accommodation on cargo, to be considered suitable accommodation.

(15) It is recommended that, whenever practicable, a running fore and aft gangway, raised sufficiently from the main deck connecting the poop with the bridge and the latter with the topgallant forecastle, be fitted fore and aft to permit of free passage by the officers and crew of the ship.

(16) Waterways, provided they are covered with a plank or wooden granting, and the fall home of the ship's side does not interfere with the cubic space of the deck, should be measured for passengers. In cases where the fall home is considerable, the cross measurement should be taken where a plumb, dropped at half the height of side between the decks, falls on the waterway or deck.

(17) The bridge deck, in the fair season, excluding such portion as is required for purposes of navigation, can be measured as deck area for passengers, if the boats, when not carried at the davits, are stowed on chocks raised at least 2½ feet from the deck by standards.

(18) Separate female accommodation, though desired by Mahomedans from motives affecting their dignity as men, is not necessary, nor would it be used by the Hindus, who form the bulk of the passengers, and who prefer to keep their women with them.

The spaces for Hindus and Mahomedans should be separate and distinct. Some simple temporary contrivance, such as a rope or bamboo rail, would be sufficient to define the area for each.

(19) Midship rails and stanchions should be fitted in the 'tween or orlop decks, which would also be useful for hanging clothes and securing personal luggage, and additional thwart-ship lifelines should be rigged if necessary.

(20) Heavy baggage, including boxes and articles likely to injure passengers during the rolling of the ship in heavy weather, should be stowed in the hold or placed in railed-off space on each deck in the case of shelter-port voyages at the commencement of the voyage.

Excess baggage that has been paid for shall not be allowed to be carried in the space allotted to passengers.

(21) *Closet Accommodation.*—The evidence is almost unanimous as to the insufficiency of the present scale, and the advantage to be derived if there were urinals in addition. The following scale is therefore proposed:—Three privies for the first 100 passengers or part of 100, and three privies for every additional 200, and 2 urinals for

the whole number. The latrines should be provided with the means for continuously flushing them during the whole time the passengers are on board. The bathing screen for women to be erected at the beginning of the voyage.

(22) *Medical Officer.*—A medical officer should be required on steamers carrying over 400 native deck-passengers between the Coromandel Coast and Rangoon and between Calcutta and Rangoon direct, and *vice versa.* He should be a Hindu, if possible, and well acquainted with the language of the people forming the bulk of passengers to be carried. In addition to his own proper medical duties, he should act as the representative of the passengers to the Captain of the ship in all representations or complaints made by them.

(23) Cargo, if carried in the same compartment with the passengers, should be effectively secured, so as not to prove a source of injury or annoyance to the passengers.

(*a*) When cattle are carried *on the open deck* and are not under cover, the space occupied by them must be effectually shut off from the passenger space by bulkheads, wooden partitions or otherwise. The partitions need not be close; but efficient washboards must be fitted to prevent the dung or urine of the cattle from getting to the passenger space.

(*b*) If cattle are carried *under cover* on the same level deck as passengers, they are to be separated from the passenger space by a movable close bulkhead running athwart-ship, across the deck and extending from the deck to the covering above or must be otherwise efficiently separated.

(*c*) If cattle are carried either in the *'tween deck or holds*, then the passenger space must be effectually shut off from the cattle space and separately ventilated, so that no effluvia from the cattle space can escape into the passenger space.

(24) Hay and straw, when in loose bundles, to be stowed on deck, and to be properly covered over. Compressed bales may be stowed below.

(25) The Board of Trade Rules, which provide the means of saving the life of every person on board, should be adopted.

We recognize that the new rules under the Merchant Shipping Life-saving Appliances Act, would class the Indian short voyage as a foreign-going voyage; but in our opinion, having regard to all the circumstances of the traffic, it should be ruled that the Indian short voyages and the proposed excursion and shelter-port voyages should come under the scale applicable to English Home Trade voyages. But for long voyages the English foreign-going scale should apply. It is represented by our colleagues, who are interested in the native passenger traffic, that as the Board of Trade Rules are at present the subject of much discussion and criticism, these rules should not be enforced in India until they have been practically worked in England for two or three years.

(26) *Hospital Accommodation.*—In vessels carrying a medical officer under paragraph 22 there should be a permanent hospital fitted in a deck-house or suitable cabin or cabins. Bunks 6′ × 2′ should be provided at the rate of 1 per cent. of the total number of passengers

to be carried, but the total number of bunks need in no case exceed six. A portion of these should be reserved and screened off for the use of women.

Cases of small-pox, cholera, yellow fever, and plague, should not be treated in this permanent hospital, but in a separate tent, the materials of which should be carried.

In the measurement of deck area for the purpose of determining the number of passengers to be carried, the space for the temporary hospital should be included.

A suitable medicine chest and a sufficient supply of medicines and necessaries should be provided.

(27) Definite instructions should be given to surveyors at all ports in India, so as to secure uniformity in surveys and measurements for passengers. A list should be framed of all obstructions to be deducted from the latter. The Captain of the vessel should be furnished by the officer granting the native passenger certificate with a statement showing the measurements, deductions and calculations made for each space separately and also a plan of the same, and to and from what fixed point the measurements were made, and this might be attached to the certificate, and therefore made available for officers working the Act. The capacity of each space should be plainly and permanently marked in some prominent place in that space in English.

(28) The saloons and cabins set apart for 1st and 2nd class passengers are reserved for them and for the officers of the ship, and although in cylone a Captain, from motives of humanity, or to prevent passengers on the upper decks being washed overboard, might allow them to temporarily occupy the saloons. In ordinary bad weather, when shelter for upper-deck passengers is necessary, they would *not* be allowed to do so; therefore 1st or 2nd class saloons and cabins should not be measured as space or shelter for 3rd class passengers, even if no 1st or 2nd class passengers are carried.

The airing space for 1st class passengers shall be clearly specified in the certificate. This airing space for 1st class passengers shall be measured for 3rd class passengers, but shall only be availed of for 3rd class passengers when no 1st class passenger is on board. The same applies in every respect to 2nd class passengers and their airing space.

(29) There should be more facilities for the distribution of fresh water to the passengers, and some arrangement made for distributing water by a Hindu for caste passengers.

(30) In allotting space for passengers, two children under 12 should count as one adult.

(31) Each compartment of the 'tween deck in which there are more than 300 passengers, should have two ladders each 2½ feet wide and provided with hand-rails for up-and-down traffic.

(32) On the back of the ticket issued to passengers should be printed in the Vernacular the conditions and bye-laws which the passengers are not likely to know.

(*a*) Food can be purchased on application to the ship's officers, or from the shop-keeper on board.

(*b*) Firewood is supplied gratis.

(c) Boxes and heavy luggage must be properly secured before coming on board for storage in the hold.

(33) *Fastening of life-buoys.*—Life-buoys with lines attached shall be secured by toggle and becket, or by any other similar method allowing of their ready release. They shall not be lashed or seized to the vessel.

(34) The inspecting officer appointed under section 7 of the Act at an intermediate port should, whenever it is practicable, be required to board passenger vessels calling at the port to ascertain the number of passengers carried, and to inspect and note the general sanitary condition of the vessel, especially the state of the latrines and decks.

(35) The Port Authorities should provide at all ports suitable shelter for passengers waiting to embark. With regard to infectious cases landed for passenger vessels, we recommend temporary hut shelter formed of materials available on the spot, and which can be destroyed after use.

(36) We recommend that gunpowder should only be carried in passenger vessels fitted with properly constructed and approved magazines, which are air-tight and capable of being flooded with water. But gunpowder and other explosives should not be carried in vessels unless arrangements can be made for shipping and discharging it while the ship is clear of passengers.

(37) We recommend that, in the interest of passengers embarking and disembarking, there should be a penalty attached to weighing the anchor or moving the engine of a vessel while passengers are in the act of embarking or disembarking at any port; and further, that there should be a port rule prohibiting boats with passengers going alongside a vessel approaching an anchorage until such vessel has anchored and a flag has been displayed at the masthead of such vessel as a signal that boats can approach.

(38) We recommend that section 20 of the Native Passenger Ships Act, X. of 1887, should be so altered as to cause the death of every passenger dying on board to be reported to the Port Authority at the first port called at after the death has occurred, whether the vessel is on a long or a short voyage ; but enquiry, if any, shall be made at the terminal port.

(39) The commander of a vessel under the Native Passenger Ships Act calling at intermediate ports, should be required to inform the inspecting officer appointed under section 7 of the Act of the number of cattle, sheep, horses, or other live animals which may be occupying passenger space. For calculating the accommodation required for animals, a horse shall be taken as equivalant to 3 passengers, a bullock to 2½ passengers, a pony to 2 passengers, a pig to 2 passengers, and 2 sheep to 1 passenger.

(40) We recommend that the supplementary Certificate B should be done away with in the case of excursion voyages, shelter-port voyages, and short voyages, provided—

(*a*) that the native passenger certificate (now called Certificate A) shall show the full number of passengers which the vessel

is capable of carrying during each season and on each description of voyage when fully equipped in accordance with the Act and Rules. If at the time of survey all the prescribed equipments are not on board, the deficiency shall be noted in the certificate, and the passengers corresponding to such deficiency shall not be carried until the deficiency has been made good and the certificate endorsed to that effect by an officer appointed under the Act ;

(*b*) that the certificate shall show the number of passengers which each division of a deck is capable of carrying in each season and on each description of voyage, sketches showing each division and number of passengers for which each is measured being given on the face of the certificate ;

(*c*) that the Master is made responsible under a penalty for carrying food, fuel, water, and medical stores according to the scale laid down in the rules and for having awnings over all decks at sea whenever the weather permits ;

(*d*) that a list of prohibited cargo, *e.g.*, petroleum, explosives, &c., is added to the rules ;

(*e*) that on arrival at each port the Master shall furnish the officer appointed under the Act with a statement in a prescribed form of the number of native passengers—men women, and children—carried from the last port, the number to be landed, and the number for whom space is available to the next port ; and

(*f*) that no native passengers shall be carried from any port until the Master has furnished the officer appointed under the Act with a statement of the number for whom space is available to the next port.

(41) We consider that that portion of clause (*c*) of section 11 of the Native Passenger Ships Act, which refers to food, fuel, and water, should be certified to by the Master of the vessel, and that the inspecting officer should not be required to see personally to these matters.

(42) The majority of the Commission recommend that in order to ensure one of the principal objects arrived at in the appointment of this Commission, *viz.*—uniformity in working the Act—that at Bombay and at all out-ports of that presidency the working of the Native Passenger Ships Act should be under the Port Authorities, as in the Madras and Bengal Presidencies and in Burma ; and further, that the principal Port Officer of each Presidency and Administration should be appointed the intermediate authority referred to in clause (3) of section 15 of the Native Passenger Ships Act, X. of 1887.

(43) Ship-owners should be recommended to employ a high caste Brahmin, who should be placed in charge of the distribution of fresh water to Hindu passengers. He should also, under the orders of the medical officer, cook food for those unable to cook for themselves.

(44) We recommend ship-owners carrying native passengers to have a shop for food on board each ship. The shop to be kept by a Hindu of good caste, who will prepare and sell sweetmeats and preparations of grain ordinarily used by natives when travelling. We find that such a shop has been provided for the last ten years in the British India Company's steamers trading between Bombay and Kurrachee. The Commission found such a shop on board the s.s. *Karagola*, and learnt from the native passengers on board that it had been a great boon to Hindus as well as Mahomedans.

(45) Cooking places and cabooses shall be provided on the scale now laid down under the rules, but one or two of these should be reserved exclusively for Hindus, and should be separate from the others.

12. It will be seen that in regard to the case of the *Vaitarna* the proposals made by the local officers of Bombay have been almost entirely accepted in our recommendations.

(1) We provide that only vessels holding valid Board of Trade Certificates or certificates of equal value, or certificates granted by a British, Indian or Colonel Government as a Home Trade passenger ship, or certificates of a higher grade, should be allowed to trade on shelter port voyages. This will include voyages on the Konkan coast. The *Rajapuri* class of vessels, of the Bombay Steam Navigation Company, are well suited for these shelter port voyages, in which a vessel is never more than six hours from a port of safety.

(2) For the passenger trade to Cutch and the north we require sea going vessels holding Board of Trade certificates as Foreign Trade passenger ships, or certificates of equal value, or certificates granted by the Indian Government for short voyages. The Bombay Steam Navigation Company, we are informed, are building vessels suitable for this trade.

(3) If our recommendations as to class of vessels are carried out, it will not be necessary to apply further tests to vessels engaged in shelter port or short voyages. Messrs. Shepherd & Co. handed in to the Commission a tracing of the midship section of the *Vaitarna*. We have had this tracing examined and reported on by the Constructors of the Government Dockyards of Culcutta and Bombay, and by the Engineer and Shipwright Surveyor to the Government at Calcutta. The reports of these gentlemen, who must be considered competent authorities on this subject, will be found in the appendix.

(4) The shelter-port voyage provides 7 feet for each passenger on all decks in the fair seasons.

(5) Recommendation No. 27 provides the recording of the passenger-carrying capacity of all parts of a vessel.

(6) Great improvements have been made in the storm signals on the west coast.

(7) We found that Messrs. Shepherd & Co. have, as recommended in the *Vaitarna* report, provided in their office a standard

barometer and an aneroid, which is used for comparing and correcting the aneroids carried in their steamers.

(8) We have suggested in recommendation No. 42 that the working of the Passenger Ships Act in the Bombay Presidency might be improved by making the duties connected with it over to the Port Authorities.

13. During our stay in Bombay we received a large number of replies to certain questions prepared by the Collector of Customs at the suggestion of the President, and circulated among the native community of Bombay. The time at our disposal being too short to allow us to call all these witnesses before us, we contented ourselves with examining only the gentlemen whose evidence is recorded in our proceedings. The evidence of Mr. Madgavakar will show how the replies were obtained. If we may judge from the number of answers received, the numerously-signed petition from the inhabitants of Rewadanda, and the evidence of the native gentlemen who were examined before us, there appears to be a strong feeling of dissatisfaction prevailing among the better classes of the native community of Bombay in regard to the accommodation provided on board the Bombay Steam Navigation Company's steamers, and the management of these vessels. Sea voyages must necessarily have certain discomforts for native passengers; but if our recommendations are carried out, most of the inconveniences which have been refered to will, we believe, be removed. We recommend that the answer. submitted by native gentlemen, together with the petition from the inhabitants of Rewadanda, should be sent to the Bombay Government for such actions as it may be pleased to take.

14. The grievance which appears to be causing the greatest discontent among the better classes, *viz.*—the want of proper 1st and 2nd class accommodation on board the Bombay Steam Navigation Company's steamers—is not, however, one which can be remedied by any suggestions from us. Mr. J. A. Shepherd has repeatedly declared to us that he would rather not have 1st and 2nd class passengers on board his steamers; that these steamers are essentially designed and intended for the carriage of the labouring classes; and that it is unreasonable to expect that he should make any pecuniary sacrifices for passengers who wish to travel in greater comfort. Under these circumstances, it only remains for native gentlemen to come to terms with the Company, and to make it worth the Company's while to provide better accommodation. The Bombay Government, in making contracts with the Company for the carriage of mails and Government passengers, might stipulate that a certain proportion or the accommodation should be set apart for 1st and 2nd class passengers. But whatever is done in this direction, it should, we think, be made perfectly clear that under no circumstances can space, which has been measured for 3rd class passengers, be allowed to be taken up for 1st or 2nd class passengers unless the number of 3rd class passengers that would occupy such space is deducted from the total number the vessel is capable of carrying.

15. Our attention was drawn by the Health Officer of the port of Bombay to certain points connected with the pilgrim traffic between

Bombay and Jeddah. Dr. McCarty was asked to favour the Commission with a memorandum on the subject. His memorandum will be found in the appendix.

16. It is due to the leading Companies engaged in carrying native passengers in India, and specially to the British India Steam Navigation Company, that we shoud place on record our high opinion of the great benefits that they have conferred on the people of this country by constantly endeavouring to improve the vessels engaged in this trade in regard to their size, safety, speed, and comfort. The Government and the commercial public are also indebted to these Companies for the supply of cheap labour where it is most wanted, and for the regularity and precesion with which the passenger traffic is worked.

17. Taking into consideration the fact that a large amount of capital is invested in passenger vessels, and that great expense has to be incurred when structural changes in them are required, we are of opinion that if our recommendations meet with the approval of His Excellency the Governor General in Council, and it is decided to give effect to them, either by fresh legislation or by the framing of new rules, under the present Act, some assurance should be given to owners of vessels that the proposed changes will be worked for a definite period without further material alteration.

18. We regret that our colleague, Mr. H. B. Turner, was obliged to leave for England before this report was ready for signature. It was also unfortunate that Mr. H. W. Uloth was unable to accompany us to Calcutta to take part in the preparation of this report. We would especially mention here the services rendered by Captain Atkinson, Marine Superintendent of the British India Steam Navigation Company, who was a member of the Commission during the whole of its tour. His intimate practical knowledge of the subject was of the greatest assistance to us, and we feel that the interests of the commercial members during their absence were ably represented by him. We are indebted to Mr. W. A. Willock, C.S., Collector of Vizagapatam, and to Mr. James McN. Campbell, C.S., Collector of Bombay, for the valuable assistance they rendered the Commission at those ports in obtaining native witnesses and getting their evidence translated.

19. In conclusion, we beg to offer our hearty acknowledgments to the British India Steam Navigation Company and its agents at the different ports for the great and cordial assistance we have received from them during our enquiry. Our thanks are also due to the Asiatic Steam Navigation Company and to Messrs. Shepherd & Co. for placing their steamers at our disposal for the enquiries we wished to make.—We have, &c.,

A. S. LETHBRIDGE, President.
W. B. BESTIC.
D. W. D. COMINS.
JAS. L. MACKAY.
HENRY MORLAND.
H. A. STREET.
GEORGE WILSON.

No. 1229.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RESOLUTION.

CALCUTTA, *26th March* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

Read—

Report of the Commission appointed under the Resolution of the Government of India, in the Finance and Commerce Department, Nos. 4940 and 5605, dated the 16th October and 29th November 1890, respectively, to enquire into certain questions touching the administration of the Native Passenger Ships Act.

The Governor General in Council desires to record his appreciation of the manner in which the work for which they were appointed has been done by the President and Members of the Commission. The enquiry involved much labour and trouble. It has been carefully conducted and the Members are unanimous in their conclusions and report. The Government of India hope that the thorough investigation which has now been made will have the effect of finally settling the questions that led to the appointment of the Commission.

2. The report will now be referred to the Government of Madras, Bombay and Bengal, and the Chief Commissioner of Burma, and to the Chambers of Commerce, Calcutta, Bombay and Madras, for an expression of their opinions on the conclusions arrived at by the Commission and for any remarks they may wish to make in respect of the amendments of the law and of the rules under the law suggested by the Commission.

ORDER.—Ordered, that copy of the foregoing Resolution be forwarded to Surgeon-Major A. S. Lethbridge, M.D., C.S.I., to each of the Members of the Commission, to the Governments of Madras, Bombay and Bengal, and the Chief Commissioner of Burma, and to the Bengal, Bombay and Madras Chambers of Commerce.

Also, that the Resolution and the Report be published in the *Gazette of India*.

R. A. GAMBLE,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *7th August* 1891.

The ASSISTANT SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—I have the honor, by direction, to acknowledge the receipt of your letter No. 3167 of the 28th ultimo, and in reply to say that the Committee of the Chamber have, at present, no remarks to offer on the Report of the Native Passenger Ships Commission, a copy of which accompanied your communication No. 1229 of 26th March 1891.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX L.

BILL TO EXTEND THE JURISDICTION OF THE MADRAS SMALL CAUSES COURT.

MADRAS CHAMBER OF COMMERCE, 21*st September* 1891.

From S. R. TURNBULL, Esq., Chairman, Chamber of Commerce, Madras, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have the honor to forward, under another cover, copy of a letter which this Chamber has addressed to the Government of Madras with reference to Sir Philip Hutchins' Bill to extend the Jurisdiction of the Madras Small Cause Court. The Chamber trusts that, if your Chamber holds similar views, it will take such action in opposition to the Bill as may seem to it to be desirable.

I hope to send you in a few days copy of the memorial to the Viceroy against the Bill now in preparation in accordance with resolutions passed at a public meeting of the inhabitants of Madras.—I remain, &c.,

S. R. TURNBULL, Chairman.

MADRAS CHAMBER OF COMMERCE, 27*th August* 1891.

From S. R. TURNBULL, Esq., Chairman, Chamber of Commerce, Madras, to the CHIEF SECRETARY to GOVERNMENT, Judicial Department, Ootacamund.

SIR,—I have the honour on behalf of this Chamber to acknowledge receipt of a copy of the Bill to extend the jurisdiction of the Small Cause Court with Statement of Objects and Reasons, forwarded with the Government Order dated 3rd August, 1891, No. 1537, Judicial.

Before proceeding to give an opinion on the measure the Chamber desires to point out an error into which Sir Philip Hutchins has fallen on introducing the Bill to the Supreme Legislative Council. Sir Philip Hutchins is reported to have said :—

> " Lastly, in order that we might be quite sure that we were not going beyond what was locally recognised to be desirable before laying the matter before the Secretary of State we took the precaution of asking for the views of the Mercantile Community . . . . . The Chamber of Commerce approved of the proposals provided the services of the sixth Judge are not dispensed with until it is satisfactorily established that the relief afforded by the pro-

posed change will reduce the work of the High Court to dimensions that can be sufficiently dealt with by a smaller number of Judges than six."

The approval given by the Chamber which Sir Philip Hutchins quotes is contained in a letter of the Chamber, dated 8th March, 1889, addressed to the Chief Secretary to Government, Fort Saint George. At the time this letter was written not even a "Sketch Draft" of the Bill was before the Chamber. The proposals were contained in a paper from the Government of India, Home Department, dated 12th January, 1889, No. 22, and were as follows :—

(1) To afford relief to the High Court at Madras by enlarging the jurisdiction of the Presidency Small Cause Court.

(2) To add a Judge and a Regular Side to the Court of Small Causes.

(3) That all cases not of a small cause nature and not exceeding Rs. 2,500 in value should be instituted in the Court of Small Causes instead of the High Court.

(4) The right of appeal in all such cases to the High Court.

(5) A similar right of appeal in all Small Causes ranging from Rs. 1,000 to Rs. 2,000 now tried summarily.

The paper further stated that "the High Court will, of course, be competent to call up cases to their own file, and it is understood that they will readily exercise this power in all cases involving questions of Mercantile Law and usage." These are the sole proposals conditionally approved of by the Chamber of Commerce in its letter of the 8th March, 1889, quoted by Sir Philip Hutchins.

The proposed Small Cause Court Bill, 1891, now before the Chamber, differs materially from the proposals contained in the paper from the Government of India, No. 22, dated 12th January, 1889, submitted to the Chamber in March, 1889.

In the first place, the new jurisdiction is to extend to Rs. 5,000.

Secondly, the local Government, with the previous sanction of the Governor-General in Council is empowered to raise it to Rs. 10,000.

Thirdly, no right of appeal is conceded to small causes ranging from Rs. 1,000 to Rs. 2,000, now disposed of summarily.

Fourthly, any case, if its value is not more than Rs. 5,000, will be tried by a Small Cause Court Judge in the first instance because the suitor if he sues and obtains a decree in the High Court, is not to be allowed his costs unless the Judge certifies the suit a fit one to be brought in the High Court.

Fifthly, the understanding that the High Court would readily exercise the power of calling up cases to its own file in all questions of Mercantile Law and usage, which greatly influenced the Chamber in giving its conditional approval, has, the Chamber understands from Sir Philip Hutchins' speech, been repudiated by the High Court and appears nowhere in this Bill, and

Sixthly, a matter of the greatest importance to the suitor, and which is dealt with in the proposed Bill, viz., the question of the Court fees leviable, was never put before the Chamber.

There is not, therefore, a single proposal in the present Bill which was consented to by the Chamber of Commerce except the proposal to add a Judge and a Regular Side to the Court of Small Causes, and that upon the representation of Government that it was necessary to afford relief to the High Court of Madras, and upon an understanding now emphatically repudiated by the High Court that all cases involving questions of Mercantile Law and usage would be readily called up to the file of the High Court.

Moreover, the conditional approval of the proposal to extend the jurisdiction given to Rs. 2,500 was, on reconsideration, withdrawn in July, 1891, on the Chamber being placed in possession of full information (which Sir Philip Hutchins admits in his speech the public had not hitherto enjoyed).

The Chamber gathers from the Statement of Objects and Reasons that the present Bill has been framed with the intention of

(*a*) obviating the great waste of judicial power involved in Judges of the High Court at Madras trying suits of the monetary value of less than Rs. 5,000.

(*b*) removing the practical denial of justice to suitors who are unable to bear the expense of a suit in the High Court.

With regard to the alleged waste of judicial power the Chamber sees no valid reason why this Presidency should be placed on a different footing to Bombay and Calcutta, where High Court Judges try suits of the value of Rs. 2,001. So far from this being considered a great waste of judicial power the Chamber understands, from recent correspondence forwarded by the Government in April last, that in Bengal it is proposed that the pecuniary limit of the Small Cause Court should revert to Rs. 1,000, and that therefore Judges of the High Court in Bengal will shortly be trying cases of the value of Rs. 1,001. Leaving the Indian Courts and turning to the County Courts in England, the Acts of which were consolidated and amended so recently as the 13th August, 1888, the Chamber finds that the ordinary jurisdiction of these Courts is limited in personal actions to debts, demands or damages of not more than £50; in actions of ejectment to cases where neither the value nor rent of the property exceeds £50; in actions on title to cases where neither the rent nor value of the property exceeds £50. Moreover, the defendant may, in any action of contract exceeding £20, or of tort exceeding £10, object to the action being tried in the County Court, and on giving security and on the Judge certifying that an important question of Law or fact is likely to arise, obtain a transfer to the High Court and have his case tried there. These County Courts are, the Chamber understands, presided over by Barristers of considerable standing and experience, yet it is considered expedient in the interests of the public in England to limit the jurisdiction of such Courts to £50, and to have cases of £50-1*s.* adjudicated upon by Judges of Her Majesty's High Court of Judicature in England on salaries of £5,000

a year. The Chamber, therefore, fails to see that any great waste of judicial power is involved in the attention of a Judge of the High Court of Judicature at Madras on a salary of Rs. 3,750 a month being occupied on cases of the value of Rs. 2,001.

With regard to the other reason given for the present Bill, viz. removing the practical denial of justice to suitors who are unable to bear the expense of a suit in the High Court, the Chamber, after giving the Bill its most careful consideration, has come to the conclusion that, so far from this object being achieved, the effect of the Bill, as it stands at present, is to give the suitor an inferior tribunal and increase his Court fees. The Chamber learns that in suits of over Rs. 500 the Court fees proposed to be levied will be larger than the present fees in similar suits now filed in the High Court. Take, for instance, an undefended suit on a Promissory Note for Rs. 5,000. The total cost of obtaining a decree now in the High Court, including Attorney's and Vakil's fee, amounts to about Rs. 150 or Rs. 160, of which amount about Rs. 73 are Court fees. Under the present Bill, the aim of which, the Chamber is told, is to provide a tribunal less expensive than a High Court, the institution fee and summons alone amount to about Rs. 330—*exclusive* of the Attorney's and Vakil's fee. The Chamber was not aware that any practical denial of justice had been experienced by poor suitors, and this is, to the best of its recollection, the first time that this reason has been placed before the Chamber. The reason originally given for legislation was, the Chamber understood, to afford relief to the High Court at Madras by enlarging the jurisdiction of the Presidency Small Cause Court and to obviate the necessity of maintaining a fifth Puisne Judge.

The Chamber prefers to leave the question of whether or not an insignificant portion of the inhabitants of this city suffers a practical denial of justice under the present system to be answered by those better qualified to give an opinion than itself; but it observes that, in the event of the proposed Bill becoming law, suits for compensation for libel, slander, malicious prosecution, etc., will lie in the Small Cause Court. Whether it is desirable to encourage suits of this kind amongst the poorer classes in this country is a question for the Government to consider. Presumably it has not hitherto been thought advisable, inasmuch as no pauper suit can, under the Civil Procedure Code, be entertained to recover compensation for loss of caste, libel, slander, abusive language or assault.

That the public is in favour of suits being disposed of by the High Court in preference to the Small Cause Court is, the Chamber considers, shown by the fact that though under Section 20 of Act XV. of 1882 parties may, by consent, get their cases, which are beyond the pecuniary limits of the jurisdiction, tried by the Small Cause Court, suits in this Presidency have been rarely if ever tried under this Section.

In conclusion, the Chamber begs to reiterate the opinion given in its letter of the 18th July, 1891, and to express its disapproval of the extended jurisdiction proposed to be given to the Madras Court of Small Causes.—I have, &c.,

S. R. TURNBULL, Chairman.

MADRAS CHAMBER OF COMMERCE, 1*st October* 1891.

From S. R. TURNBULL, Esq., Chairman, Chamber of Commerce, Madras, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to my letter to you of the 21st ultimo, I beg to say that I have to-day forwarded to you under another cover a copy of the Memorial to the Viceroy from the inhabitants of Madras, protesting against Sir Philip Hutchins' Bill to extend the Jurisdiction of the Madras Small Cause Court.—I remain, &c.,

S. R. TURNBULL, Chairman.

To His Excellency the Most Honourable HENRY CHARLES KEITH FITZMAURICE, Marquess of Lansdowne, G.M.S.I., G.C.M.G., G.M.I.E., Viceroy and Governor-General of India in Council.

The Respectful Petition of the undersigned Inhabitants of Madras

SHEWETH,—That at a meeting, and an Adjourned Meeting, of the inhabitants of this City, held respectively on the 28th of August and the 4th September, 1891, convened by the Sheriff, on a requisition, "for the purpose of considering the Bill recently introduced by Sir Philip Hutchins in the Legislative Council of India for extending the jurisdiction of the Court of Small Causes at Madras, and, if thought desirable, of memorialising Government thereon," the following Resolutions were adopted :—

(1) That in the opinion of this Meeting no reason has been shown for placing the Courts of Madras on an exceptional footing as compared with Calcutta and Bombay.

(2) That this Meeting is of opinion that the proposed extension of the Jurisdiction of the Small Cause Court is undesirable, and disapproves of it, and believes that it will be likely to impair the efficiency of that Court on its Summary Side.

(3) That this Meeting is of opinion that there do exist a hardship and a practical denial of justice to a not insignificant portion of the inhabitants of this City under the present system of Judicial Administration in the Presidency Town, but that the proper remedy should be sought in the creation of a new Tribunal, presided over by Judges selected from the legal profession, and having regular jurisdiction to try suits (with certain exceptions) up to Rs 2,500, now tried by the High Court, and suits above Rs. 1,000, now tried by the Presidency Small Cause Court.

(4) That in the opinion of this Meeting, under no circumstances should the Executive Government be in any way empowered to alter the pecuniary or other Jurisdiction of the Courts administering justice in Madras.

(5) That this Meeting condemns the Bill as it stands.

(6) That a Memorial embodying the above Resolutions be addressed to the Governor General in Council, and a telegram, embracing the substance of such Resolutions, be sent to the Secretary of State, and that the following gentlemen be invited to draw up the same :—

The President (Mr. Turnbull).
Hon'ble Mr. Bashyam Iyengar.
Mr. R. G. Orr.
Mr. Eardley Norton.
Mr. Ananda Charlu.
Mr. William Morgan.
Mr. M. Viraragava Chari.

2. That in pursuance of the sixth of the above Resolutions this Petition is forwarded for Your Excellency's favourable consideration.

3. That in support and furtherance of the first of the above Resolutions your Petitioners, conscious that the cities of Calcutta and Bombay would combine to protest against any such changes in the constitution of their respective High Courts as is contemplated in the case of Madras, would point out the disadvantage under which they suffer by the proposal to segregate them from the sister Presidency cities, and thus to deprive them as well of the benefits of a wide and varied criticism, as of the moral and material support of large, educated, and influential communities, united in their opposition to the views of Your Excellency's Legislative Administration in this direction. Further, they would point out that there exists in Madras a large body of able native practitioners in the Vakils, who are permitted to act and plead on the Original Side of the Madras High Court, thus uniting in their own persons the two-fold functions of Advocate and Attorney—that the Vakils are able to afford suitors the advantages of a cheap agency which does not exist in either of the other Presidency Cities ; that suitors avail themselves very largely of the services of the Vakils ; and that there is, therefore, the less reason for the selection of the city of Madras for an exceptional and experimental legislation, tending to destroy that legal uniformity which for so long has prevailed in the judicial history of the three Presidency cities of India.

4. That in support and furtherance of the second of the above Resolutions, your Petitioners rely upon the unanimous opinion of the High Court Judges—contained in their letter to the Local Government dated 3rd September, 1890, No. 2115—of the Advocates, Attorneys and Vakils, of the Chamber of Commerce, of the Trades Association, and of the Mercantile Community of this City, as furnishing weighty evidence against an innovation which would disturb the present condition of things, only to impair that comparatively speedy and satisfactory justice which is at once the characteristic of the present Small Cause Court, and the reason for the existence of that tribunal. Your Petitioners feel strongly that the arguments founded upon the working of Mofussil Courts on their Small Cause side are unsound, and deprecate the establishment in their midst of a tribunal with a two-fold jurisdiction, of which the Regular will, in their opinion, take precedence of the Summary Side, to the disadvantage and injury of all who are compelled to have recourse to the latter.

5. That in support and furtherance of the third of the above Resolutions, while your Petitioners admit the present hardships under which a proportion of the poorer classes of this city suffers by reason of impediments which debar it from the assertion of its rights, they are agreed that relief is to be found, not in the adoption of the measure sketched by Your Excellency's colleague, but in the erection of a new forum which, leaving the working power of the Small Cause Court unimpaired, shall offer special attractions and facilities to intending suitors. Those attractions and facilities your Petitioners believe will lie in (*a*) the confidence inspired by the practical recognition of the principle that legal tribunals should be presided over by trained legal experts, free from the serious disqualifications of those changes to which so many of the Mofussil judiciary are subject, in consequence of executive or other exigencies; in (*b*) the adoption of a scale of Court fees, and of professional remuneration, of which the former shall not be open to the censure of being a heavy tax on justice, and the latter shall enable litigants to predict with some certainty the cost of litigation; in (*c*) the knowledge that a Regular Appeal upon the facts will in all instances lie to the High Court. From the jurisdiction of such a tribunal your Petitioners would except suits mentioned in the following Clauses of Section 19 of Act XV. of 1882, *viz.*, Clauses (*a*) (*b*) (*c*) (*k*)—unless restricted to certain classes of trusts—(*l*) (*m*) (*n*) (*r*) (*u*) and (*v*). Your Petitioners would restrict the pecuniary jurisdiction of the proposed new forum to Rs. 2,500, transferring to it all suits, with the enumerated exceptions, now tried by the High Court, and adding to it one half of the pecuniary jurisdiction now vested in the Small Cause Court, whose jurisdiction your Petitioners would, reduce to Rs. 1,000. The Jurisdiction thus transferred would, it is believed, with a cheapened scale of Court fees and professional remuneration, give more than sufficient occupation to one judge. That official's salary, your Petitioners would suggust, should not be lower that Rs. 1,200 a month; and the salary of his Puisne Judge, if one be necessary, not lower than Rs. 800 a month. The efficiency of any new tribunal must to a great extent depend upon its ministerial efficiency, and your Petitioners would urge the entertainment of a competent staff of translators, clerks, and other subordinates as necessary to the permanent success of this experiment.

6. That in support and furtherance of the fourth of the above Resolutions, your Petitioners view with grave and anxious alarm in the proposal to legislate by Notification a dangerous and uncalled for extension of a doctrine which hitherto has been confined within well known and reasonable limits. Addressing Your Excellency in all respect, your Petitioners are unable to regard the delegation to the Local Government of authority to efface, as was originally suggested, or to circumscribe, as is now suggested, the jurisdiction of the High Court by a stroke of the pen, as anything less than an attempt to place the highest judiciary of the Empire at the mercy of the Executive. Such legislation, it is repectfully suggested, is unconstitutional and unjust. If statutory enactments are to command, or deserve, the confidence and esteem of Her Majesty's subjects, they must be based upon the people's wants, and become law only after due consultation and discussion. To endow Local Governments with power to restrict the

jurisdiction of High Courts at some future date, of their own motion, and without pervious reference to the wants and wishes of those most affected, would be to legislate in the dark, and to arm the Executive with an engine which might in some moment of excitement be turned to purposes of oppression. In the history of British rule in India the High Court has more than once opposed and stemmed the tide of Executive encroachment. The High Court of Madras has won the regard and admiration of the peoples of this Presidency, and your Petitioners are confident that they speak with an authority not confined to the limits of their City when they assert that any serious proposal unduly to limit the ancient jurisdiction of their High Court, whether by Notification or otherwise, will be met with indignation and alarm.

7. That in support and furtherance of the fifth of the above Resolutions your Petitioners condemn the Bill as it stands :—

(*a*) Because it proposes to deprive the High Court in the first instance of initial jurisdiction up to Rs. 5,000.

(*b*) Because its author postulates with regard to that deprivation the theory that the disposal of suits in the High Court involves a "judicial waste of power," untenable, it is submitted, in the abstract, but doubly untenable in the view that if (as is the fact) the Lord Chief Justice of England on £8,000 a year tries suits over the County Court limit of £50, there is no "waste of judicial power" involved in asking Indian Judges on but little over £3,000 a year to try suits involving property of the value of £500.

(*c*) Because, although it professes to be in relief of the High Court Judges, and of the indigent litigant who is unable *inter alia* to face the heavy cost of litigation on the Original Side, neither have their Lordships of the High Court since the nomination of a fifth Puisne Judge proclaimed their inability to cope with the current litigation, nor, in truth, would the indigent litigant procure the supposed relief under the proposed Bill. Bearing in mind the existence of that cheaper agency already adverted to in paragraph 3 of this petition—which it is open to all suitors if so pleased to adopt—and confining themselves solely to those costs which find their way into the purse of Government, your Petitioners would adduce one instance from among many to expose the fallacious character of the proposed reform. A decree in an uncontested suit on the Original Side for Rs. 5,000, under Chapter 39 of the Civil Procedure Code, will cost a Plaintiff something under Rs. 55.* A similar suit in the Small Cause Court as proposed will cost him Rs. 348.† Your Petitioners affirm that, provided the value exceeds Rs. 870, the costs of litigation, apart from the professional remuneration, will in every case be higher in the Small Cause Court than in the High Court.

Details.	
*Plaint	Rs. 30
Filing the note	„ 2
Summons and copy Summons	„ 4
Sheriff	„ 2·4
Decree	„ 15
	Rs. 53-4

Details.	
†Institution fee	Rs. 343-12
Summons	„ 4 8
	Rs. 348-4

(*d*) Because it is in its drafting crude, unintelligible, and contradictory: crude and unintelligible (*e. g.*) when as in Section 4 (*c*) it provides that the second schedule to the existing Small Cause Court Act of 1882 shall read as if "10,000" were substituted for "2,000" leaving it in doubt whether or not the same fees now chargeable on the present limit are hereafter to be charged on the extended limit of 10,000: and crude and contradictory (*e. g.*) when, one great object of relief being Small Cause jurisdiction over immovable property, it provides, as in Section 3, that the Code of Civil Procedure shall apply to all proceedings before the Small Cause Court, and when a reference to the Civil Procedure Code shows, among other Sections, that Section 168 in terms forbids the attachment of immovable property, and Section 304 in terms forbids a sale of immovable property in execution, by the Small Cause Court.

(*e*) Because of its legislation by Notification, which has been already dealt with in paragraph 6, and upon which further comment is unnecessary.

8. Your Petitioners respectfully pray that the Bill as it stands be withdrawn as opposed to the unanimous wishes of the inhabitants of this City, who regard it as undesirable, dangerous, and ill-drawn, and either that any future legislation proceed upon the lines indicated in this Petition, or upon lines more in harmony with public sentiment than those contained in the Bill, and better calculated to afford a really permanent and acceptable reform.

BOMBAY CHAMBER OF COMMERCE, 3*rd October* 1891.

The SECRETARY, CHAMBER OF COMMERCE, Madras.

DEAR SIR,—I have submitted to the Committee of this Chamber the letter from your Chairman dated 21st ultimo, covering a representation addressed to the Madras Government, Judicial Department, on the subject of the Bill to extend the jurisdiction of the Madras Small Cause Court, respecting which this Chamber is asked to take such action in opposition to the Bill as may seem to it desirable.

In reply, I am directed to say that the Committee are not sufficiently cognisant of the state of legal matters in Madras to justify them in addressing Government, but they direct me to wait upon you with a copy of a representation which they made to the Government of Bombay on 25th June last respecting a proposal to amend Act XV. of 1882 which may be taken as embodying the opinion of this Chamber on the question of Small Cause Courts in India.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX M.

INDIAN COMPANIES ACT.

BANKIPORE, *30th October* 1891.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—I beg the favour of your kindly placing this communication before your Chamber for early consideration.

The deplorable revelations of fraud, culpable negligence, and scandalous laxity of working disclosed in the course of the recent trial of the late Deputy Manager of the Oriental Life Assurance Company, in the Bombay High Court, and in the liquidation proceedings at Allahabad and Simla in *re* the 'Uncovenanted' and 'Himalaya' Banks, induced me to address the Government of India suggesting that some such additions as the following should be made to the Indian Companies Act for the better protection of the interests of investors :—

I.—That no person shall be competent to serve as a Director of a Company who has not an *existing substantial interest* in the funds of the Company.

II.—That every Director of a Company shall be held personally responsible that the balance-sheet signed by him is correct and that the assets (monies, securities, property, &c.) set forth therein really exist, and are correctly described and valued. Any failure of duty in this respect shall render the Director concerned liable to be criminally proceeded against and dealt with on the same lines as public servants, *vide* sections 167 and 218—also 197-198 I. P. C.

III.—That Auditors of Public Companies shall be *licensed* functionaries (this with a view of precluding every one and any one found undertaking the responsible duties of an Auditor—at present it is by no means an uncommon thing to see persons acting as Auditors who have not the remotest idea of mercantile accounts)— and be required to furnish substantial security.

IV.—That it shall be the duty of every Auditor to carefully examine the accounts, scrutinize all vouchers and securities, verify cash balances, and bring to light any irregularities noticed by him on the part of the employés of the Company in the keeping of the accounts or management of the affairs of the Company ; any failure in respect of the foregoing matters shall render the defaulting Auditor liable to be criminally prosecuted and punished to the same extent as public servants, *vide* sections 167 and 218—also 197 and 198 I. P. C.

V.—That it shall be the duty of the Director of a Company to require that every employe of the Company who, by virtue of his office, has the custody of, or control over, funds or valuable securities shall furnish adequate security.

In reply the Government of India write as follows :—

"In the opinion of the Government of India the existing law "seems to provide sufficiently for the punishment of fraud "and breach of trust, and it appears to be recognized in "your letter that section 197 of the I. P. C. affords an "adequate penalty in regard to false certificates granted "by Auditors. I am to add that it is open to shareholders "to provide for matters such as the qualifications of "Directors, &c., in the Articles of Association."

This is discouraging, but a solitary representation of this kind could hardly be expected to have met with a happier fate. I am, however, disposed to hope that the Chamber will agree with me in thinking that the Law as contained in the Indian Companies Act does not afford adequate protection for the interests of the public, and should be altered so as to be brought into accord with the corresponding English Act, and that the Chamber will be pleased to move the Government of India to this end.—I am, &c.,

T. D. MARSTON.

BOMBAY CHAMBER OF COMMERCE, *7th November* 1891.

T. D. MARSTON, Esq., Bankipore.

DEAR SIR,—I have laid before the Committee of the Chamber your letter of the 30th ultimo respecting suggested amendments in the Indian Companies Act.

The matter has not escaped the notice of the Committee and it is not unlikely the Chamber may address Government thereon.—I am, &c.,

JOHN MARSHALL, Secretary.

WELLINGTON PIER,
BOMBAY, 14*th December* 1891.

To JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—Sometime ago I had the honour to address Government on the subject of the nomination of Auditors of public Companies, suggesting that one at least of such Auditors should be appointed by Government, so as to ensure correct and straight auditing of accounts and thus inspiring confidence among shareholders.

2*nd*—Government in reply to my communication replied that they were not able to adopt the suggestion made by me.

3rd—Now I beg to request the favour of your placing this important subject before the Managing Committee of the Bombay Chamber of Commerce so as to elicit their opinion on the advisability of my suggestion. It seems the general opinion is in favour of such appointment by Government; and if the Chamber were to propose such a measure I feel confident, it would be favourably viewed by His Excellency the Governor in Council.

4th—The Chamber of Commerce is well aware of the various frauds that have recently come to light in which it has been clearly proved that the Auditors were not fulfiling their duties. The Honorable Mr. Justice Bayley in his charge of the jury in the trial of the Assistant Manager of the Oriental Life Assurance Company severely animadverted on the neglect of duty shown by its Auditors. On two or three occasions frauds were committed on the Municipal Revenues, and the Auditors excused themselves that it was no part of their duty to have found out such irregularities. In spinning and weaving mills the neglect of duty shown by Auditors has been noticed in several cases.

5th—If Government were to appoint one or more Public Auditors who would act independently of the Directors or Agents of any public body, the benefit to the public would be uncalculable.

6th—The Chamber will recollect that during the crises of 1863-65, it was painfully evident that cooked accounts were passed by Auditors, and the crash that followed ruined all Bombay. The present state of cotton mills and other industries, if not carefully watched, may some day be launched into a terrible calamity and nearly all shareholders in those Companies would be ruined.

7th—I beg to append copy of my letters to Government and their reply for your guidance.—I have, &c.,

BYRAMJEE DADABHOY BANAJEE.

WELLINGTON PIER, COLABA CAUSEWAY,
BOMBAY, 24*th July* 1891.

To the SECRETARY to the Legislative Council of Bombay.

SIR,—I beg most respectfully to request the favour of your laying the following suggestion before His Excellency the Governor in Council for such consideration as the subject may deserve.

1st—You are aware that in Bombay trade is carried on on an extensive scale, and very many joint stock companies have been formed for the development of industrial enterprize in the City and its dependencies. The management of such Companies depends for the accuracy of their accounts on the good faith and honesty of their Auditors.

2nd—The appointment of Auditors is generally made upon the recommendation of the Agents and Directors of the Companies, but their qualifications are seldom taken into account.

3rd—The recent exposures made in the Bombay Municipality, the Oriental Life Assurance Company, and several other joint stock companies which have come to light through the law courts and public prints, are examples which amply testify to the worthlessness of Auditors as appointed by private companies.

4th—I beg therefore most respectfully to suggest that the section in the Joint Stock Companies Act relating to the appointment of auditors may be modified to the effect, that all such auditors may be appointed by Government on such remuneration as may be adequate for their labour and responsibility. A few auditors thus appointed will be sufficient for the number of companies existing in Bombay, their remuneration being found by contributions from such Companies.

5th—The auditors whose appointment I take the liberty of suggesting may be drafted from the trained staff of the Accountant General's Office. The confidence of the public will then be reposed in these officers, who must be independent and free from the influence of Agents or Directors, and a great benefit will surely accrue to the general body of shareholders of different companies who are at present groaning under the unsatisfactory condition of their accounts as laid before them at general meetings.

6th—Such auditors in addition to their regular duties should be invested with the power of inspecting the machinery and buildings and valuing the same; balance of stores and their market price (which is a most essential point in an audit inclusive of cotton and coals) and to see whether the production and balance in hand agree with the original quantities purchased.

7th—In conclusion I may add that an auditor nominated by Government should be associated with the one appointed by a company, so that the former may derive every facility in the examination and thorough audit of the companies affairs.—I have, &c.,

BYRAMJEE DADABHOY BANAJEE.

REPLY OF GOVERNMENT.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 22*nd October* 1891.

To Mr. BYRAMJEE DADABHOY BANAJEE.

SIR,—With reference to your letter dated 24th July 1891, I am directed to inform you that Government are unable to adopt the suggestion made by you therein.—I have, &c.,

W. S. HARVEY,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 18*th December* 1891.

BYRAMJEE DADABHOY BANAJEE, Esq.

DEAR SIR,—Having submitted to the Committee of the Chamber of Commerce your letter of the 14th instant, with accompaniments, I am directed to inform you that the matter you refer to is one in which they cannot take any action. In the opinion of the Committee the remedy for the evil complained of rests with shareholders themselves who, by the provisions of the Companies' Act, have full control over the appointment of Auditors.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX N.

AMENDMENT OF THE SEA CUSTOMS ACT.

BOMBAY CHAMBER OF COMMERCE, 23*rd September* 1891.

The COLLECTOR OF LAND REVENUE, CUSTOMS AND OPIUM, Bombay.

SIR,—I am directed by the Committee of the Chamber to solicit the favor of your obtaining the permission of Government to allow of steamers arriving in Bombay in water ballast being entered outwards in anticipation of their arrival. Several cases have been brought to the notice of the Committee in which this concession would have been of the utmost service in facilitating the loading of steamers; but, as the Committee understand, the provisions of section 61 of the Sea Customs Act, as at present interpreted by you, do not permit of the sanction being granted except in cases of emergency. It appears to my Committee that the power to grant the required concession is already vested in the authorities under section 5 of the Sea Customs Act of 1878, and I am therefore directed to ask that you will obtain from Government the power to deal with applications under this section.

2. As you are already aware, the conditions under which steamers loading in Bombay are now despatched, render it requisite that every possible facility shall be afforded them in loading, and it frequently happens that by obtaining the sanction of the customs authorities to the passing outwards of cargo for shipment in anticipation of the arrival of the steamer, a very large amount of valuable time may be saved. For instance, in the case of a steamer due to arrive between the closing hours of the Custom House on Saturday and Monday morning, it would be of great importance to be able to have the vessel entered out on Saturday, as shippers would thus be enabled to pass their outward entries and have goods sent alongside for shipment first thing on Monday morning. As matters now stand the

vessel cannot be entered outward until after the opening of the Custom House on Monday morning, and shippers have to await this formality before being able to pass their entries, thus losing a matter of six or seven hours—a considerable loss, seeing that large vessels can now be loaded in from seventy to eighty hours. The same concession would also be of great service in the case of public holidays, and the Committee trust that you will see fit to address Government with the view of obtaining their sanction in the manner suggested.—I have, &c.,

JOHN MARSHALL, Secretary.

No. C 8542 OF 1891.

BOMBAY CUSTOM HOUSE, 14*th November* 1891.

From J. M. CAMPBELL, Esq., C.I.S, C.E., Collector of Land Revenue, Customs and Opium, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to inform you that after a full consideration of the points raised in your letter of the 23rd September 1891, the following addition to the standing order on the subject of entry outwards, which it is hoped will give satisfaction to the mercantile community of this town, has been approved by the Commissioner of Customs, Salt, Opium and Abkari :—

"Application for the entry outwards of steamers arriving in water ballast may be accepted in anticipation of their arrival from the Agents in lieu of the master on the following conditions :—

(1) That the application is not made more than 24 hours before the time when the steamer is expected to arrive.

(2) That the application is accompanied by a letter of indemnity in the appended form duly signed by the Agents on a stamped paper of the value of Rs. 5.

(3) That the application shall be countersigned by the Master immediately after the arrival of the steamer.

(4) That no shipping bill will be granted for dutiable and restricted goods till after the arrival of the steamer.

(5) That if the steamer does not arrive within 24 hours of the receipt of the application, the grant of shipping bills will be discontinued till the steamer does arrive."—I have, &c.,

W. C. RAND,
For Collector of Land Revenue, Customs and Opium.

FORM OF APPLICATION.

The COLLECTOR OF CUSTOMS, Bombay.

In consideration of your entertaining our application for entry outwards of the S. S. of which we are agents without awaiting the arrival of the said vessel for the purpose of obtaining the signature of the Master of the said vessel to such application hereby agree to indemnify you and Government from any claim which may be made and from all loss or damage which may be suffered by or against you or Government directly or indirectly in consequence of your taking action on our application to enter the said vessel outwards as aforesaid :—

agree to get the said application countersigned by the Master immediately on his arrival and in the event of failure to do so the said application shall not be treated as a compliance with the requirements of Section 61 of the Sea Customs Act.

BOMBAY CHAMBER OF COMMERCE, 24*th November* 1891.

The COLLECTOR OF LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—I am directed by the Committee of the Chamber to thank you for your letter $\frac{\text{No. C.}}{8542}$ of the 14th instant, notifying an addition to the standing orders respecting the permission to pass outwards, in anticipation of arrival, goods for steamers arriving in water ballast.

2. The concession is one which will be of considerable service to the shipping trade by furthering the despatch of steamers, but the Committee would venture to suggest the omission of the word "water" before ballast, as whether the steamer was in water or ordinary ballast would not affect the desirability of affording her this additional means of obtaining despatch in loading.—I have, &c.,

JOHN MARSHALL, Secretary.

No. C 9416 OF 1891.

BOMBAY CUSTOM HOUSE, 15*th December* 1891.

FROM J. M. CAMPBELL, Esq., Collector of Land Revenue, Customs and Opium, Bombay; to the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—In reply to your letter of the 24th ultimo, I have the honour to inform you that the Commissioner of Customs, Salt, Opium and Abkari has been pleased to sanction the omission of the word "water" before the word "ballast" in the Standing Order referred to in my letter No. C 8542 of the 14th ultimo to your address.—I have, &c.,

J. M. CAMPBELL,
Collector of Land Revenue, Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 21*st December* 1891.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—The Committee of the Chamber of Commerce having received numerous complaints from members of the mercantile community respecting the working of the Sea Customs Act VIII of 1878, more especially as regards the excessive number of petty fines inflicted on Agents of Steamers for trivial errors of omission and commission, have recently considered the Act with the aid of a Special Committee appointed for the purpose, and as the result of the enquiry have come to the conclusion that the law calls for considerable alteration and amendment with a view to adapt it to the altered conditions of trade which now prevail.

2. They have accordingly to respectfully request that H. E. the Governor in Council may be pleased to transmit their representation to the Government of India for favorable consideration.

3. In so doing the Committee wish to draw particular attention to the fact that since the practical abolition of customs duties on both imports and exports, all offences committed by either ships agents, importers or exporters, are mostly of an accidental or trivial character, and that consequently the maximum penalties laid down by the Act are out of all proportion to the character and magnitude of the offences committed. It is not alleged that the penalties actually inflicted ever approach the maximum, but at the same time instances have occurred where, in the opinion of the Committee, fines out of all proportion to the offence have been inflicted, and when complained of the much larger amounts which might have been inflicted, under the maximum penalties, were quoted as showing the moderate extend of the punishment.

4. The Committee are further desirous of representing to Government the serious disadvantage of frequent changes in the Collectors and Assistant Collectors of Customs at Bombay. During the past few years the officials holding these posts have frequently only had time to become fairly conversant with their intricate duties when their services have been transferred to some other appointment. This,

in some instances, has given rise to changes of rules and procedure productive of friction and obstruction to trade, and the Committee consider that this point cannot be too strongly brought to the notice of Government.

5. The chief points which the Committee of the Chamber consider are susceptible of amendment are :—

CHAPTER 7.

Sections 53 and 54 lay down that the Master of a vessel shall deliver a copy of the manifest of his vessel within twenty-four hours of arrival. As this is frequently impossible in the case of vessels arriving late on Saturday evening—and notably so with the P. and O. Steamers bringing the English Mails—or the evening preceding a general holiday, the Committee suggest that the twenty-four hours should not include Sundays or Custom House holidays.

Section 55 requires that every manifest shall specify all goods imported in any vessel, showing separately any goods intended to be landed, transhipped or taken on to another Port. The latter requisition, namely, the particulars of the goods to be taken on to another Port, the Committee consider quite unnecessary, as they neither enter into the imports or exports of the Port, nor is it practicable for the Custom House authorities to check the correctness of any such specification.

Section 58, requiring the Master of a vessel to deliver Bills of Lading for the cargo at the time of making application for permission to break bulk, may now be treated as obsolete. Steamers frequently arrive in Bombay before the receipt of Bills of Lading.

Section 61.—To meet the necessities of trade under its altered conditions, the Committee consider that the Collector of Customs should, under this section, be empowered to grant permission to the agents of steamers arriving in ballast to enter their steamer outwards forty-eight hours

before the anticipated time of their arrival, giving shippers at the same time permission to pass outward entries and send goods down to the loading berth immediately the outward entry has been passed. Under the existing law a steamer arriving in Bombay after Custom House hours on Saturday is unable to enter outwards until 11 o'clock on Monday morning, and shippers are precluded from passing their entries until that time. In this way from six to twenty-four hours are frequently lost in the loading of steamers, which is an important loss of time in the way that steamers are now despatched.

Section 63.—The Committee are of opinion that the words "landed or" at the latter part of clause A should be omitted to coincide with the amendment proposed in Section 55.

In Section 64 it is considered advisable that in place of the word "the," commencing clauses C and D, the words "an approved" should be substituted and the words "if any" deleted. The object of this alteration is that the Collector should have it in his power to require that a ship's agent should be a person of firm approved by him whose guarantee, in respect of penalties imposed, or claims for damage or short delivery, would be such as to ensure recovery. A case is on record where a steamer's clearance having been allowed under guarantee given in accordance with clause D, the guaranteeing agent declined to pay a small claim duly lodged and authenticated, and the Commissioner of Customs having refunded the deposit of Rs. 100 to the agent notwithstanding a notice from the firm preferring the claim, the latter had to institute an action at law and go to the expense of sending a Commission to England to take evidence before the payment of a claim amounting to Rs. 7-8 could be enforced.

Section 66.—The Committee are of opinion that the time under this Section for duly delivering ship's

manifests and other documents should be extended from five to seven days exclusive of Sundays or Custom House holidays. The five days at present granted are frequently found insufficient for the preparation of manifests and other documents in vessels carrying a large amount of miscellaneous cargo, and the Committee do not consider that any serious delay would result to the Custom House by the extension.

Section 70.—It is suggested that after the words "under Section 74" the next sentence should read "no dutiable goods," which is really in accordance with the present working rules of the Custom House.

Section 71.—Specifying the period allowed for discharge and shipment of cargo contemplates a state of things which in Bombay has long passed away, and the existing section should be so amended as to permit of it being cancelled by notification of Local Governments or made applicable to sailing vessels only.

Section 76.—If goods coming from a foreign port and transhipped to a foreign port are not, as the Committee understand, included in the statistics of the port, they submit that this section should not be made to apply to same as requiring as it does that detailed marks and numbers should be specified, it causes a great amount of work and trouble for which apparently no good reason exists.

Section 80 should be amended to read as follows :—

> The Customs Collector may whenever he thinks fit require that *dutiable* goods stowed in bulk, &c.

CHAPTER 9.

Section 84.—In paragraph 2 regarding the notice requisite in respect of unclaimed packages, it is suggested that in view of the proposed omission of section 71, instead of working days a period of 30 days from landing should be fixed.

Section 85.—To coincide with alterations previously suggested the Committee would recommend the insertion in the second line of section 82.

CHAPTER 12.

Section 133.—This the Committee consider should be altered to read as follows :—

A transhipment fee on any dutiable goods or class of dutiable goods which would bring the law into accord with the existing practice which is only to charge a transhipment fee on such goods.—I have, &c.,

L. R. W. FORREST, Chairman.
JOHN MARSHALL, Secretary.

No. 816 OF 1892.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *4th February* 1892.

From T. D. MACKENZIE, Esq., C.S., Chief Secretary to the Government of Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 21st December last, and to state that the representation therein made will receive the consideration of Government.—I have, &c.,

T. D. MACKENZIE,
Chief Secretary to Government.

APPENDIX O.

DEFINITION OF THE TERMS "BILL OF EXCHANGE" AND "HUNDI," UNDER THE STAMP ACT.

No. 8035 OF 1891.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *24th November* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a Resolution of the Government of India No. 4389, dated 24th October 1891, and of its accompaniments, and to request that you will be so good as to favour Government with the views of the Chamber on the definition of the terms "Bill of Exchange" and "Hundi" suggested by the Government of India.—I have, &c.,

W. S. HARVEY,
Under-Secretary to Government.

No. 4389.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.
Stamps.

RESOLUTION.

SIMLA, *24th October* 1891.

READ—

Letter from the Government of Bengal, No. 1 D.—2-5 St., dated the 14th August 1889, and enclosures.

Letter to the Government of Bengal, No. 5130, dated the 5th October 1889.

Letter to the Government of Bengal, No. 2303, dated 9th May 1890.

Letter from the Government of Bengal, No. St.—1 D.—2-10, dated the 17th May 1890, and enclosures.

Letter from the Government of Bengal, No. 70, dated the 6th January 1891, and enclosures.

Letter to the Government of the North-Western Provinces and Oudh, No. 392, dated 29th January 1891.

Letter from the Government of the North-Western Provinces and Oudh, No. 166-XIII—82, dated 8th June 1891, and enclosures.

Letter from the Government of the North-Western Provinces and Oudh, No. 173, dated 11th June, 1891, and enclosure.

Letter from the Madras Chamber of Commerce, dated the 10th April 1891.

Letter to the Madras Chamber of Commerce, No. 2320, dated the 2nd June 1891.

Letter from the Madras Chamber of Commerce, dated the 26th June 1891.

RESOLUTION.—In the letter of the 14th August 1889, read in the preamble, the Government of Bengal reported the facts connected with the prosecution of certain native merchants in Calcutta for neglecting to stamp certain instruments which, they contended, were not liable to stamp duty as they were not instruments included in any of the definitions contained in the Indian Stamp Act, I. of 1879. From the proceedings in the case it appears that Marwari firms in Calcutta and other places in Bengal are in the habit of remitting money, and carrying on transactions in which money passes from hand to hand, by means of instruments known as *barati chittis*, from which the names of the payees are omitted designedly in order to evade the payment of the stamp duty. These instruments practically serve the purposes of hundis or bills of exchange, and are known to be freely negotiated; but, in consequence of the omission of the name of the payee, and in the absence of sufficient evidence to prove that they are negotiable, it cannot be ruled under the terms of the Act that they are in fact hundis or bills of exchange.

2. The case against the men was dismissed by the Magistrate on the ground that there was not sufficient evidence to prove that the instruments were either hundies or bills of exchange, or promissory notes, and not merely letters of advice as was contended on behalf of the persons charged. The High Court at Calcutta, to which a reference was made under section 46 of the Stamp Act, expressed a similar opinion, and in view of the considerable revenue lost by the evasion practised by means of these *barati chittis*, the Government of Bengal now proposes that the Stamp Act should be amended so as to bring within its scope all such instruments, the term 'bill of exchange' being defined therein. It is suggested that for this purpose the definition of the term which is given in the Negotiable Instruments Act (XXVI. of 1881, section 5) should be replaced by the definition contained in section 48 of the English Stamp Act (33 and 34 Vict., c. 97), which runs thus :—

"The term 'bill of exchange' for the purposes of this Act includes also draft, order, cheque, and letter of credit, and any document or writing (except a bank note) entitling or purporting to entitle any person, whether named therein or not, to payment by any other person of, or to draw upon any other person for, any sum of money therein mentioned."

3. The following alternative definitions of the term have also been suggested to the Government of India :—

(1) "For the purposes of this Act the term 'bill of exchange' shall be construed to include every promise or order for the payment of money which is by law or by the custom of merchants or bankers a negotiable instrument."

(2) "A bill of exchange includes every negotiable instrument for the payment of money otherwise than on demand."

4. While these proposals for the amendment of the Stamp Act, to meet the case of *barati chittis*, were under consideration, the Madras Chamber of Commerce represented that the rules under the Act published under the notification of this Department, No. 2170, dated the 22nd May 1891, contain no definition of the term 'hundi.' The Chamber said that doubt exists in Madras as to what constitutes a 'hundi', and suggested that the term should be clearly defined so as to avert possible litigation. It is clear that, if the term is defined, the definition must be inserted in the Stamp Act, for no definition in the rules framed by the Government under the Act would be binding on a Court of law. If the term 'bill of exchange' is defined, it may be useful and expedient also to define at the same time the term 'hundi,' which is connected with 'bill of exchange' in section 3 (2) of Act I. of 1879. The only definition of this term which has been suggested to the Government of India is "an inland bill of exchange drawn in accordance with native practice."

5. The Governor General in Council now requests that the Local Governments and Administrations will consider whether it is necessary or desirable that the terms 'bill of exchange' and 'hundi' should be defined in the Stamp Act; and, if so, that he may be favoured with their opinions on the definitions suggested above; or that they will suggest such other definitions as may be considered suitable and complete. These opinions should be furnished after reference to the Chambers of Commerce and to banks and mercantile firms, whose opinions should also be transmitted to the Government of India.

6. Whilst dealing with the case of *barati chittis*, the Government of India observed from the Report on the Administration of the Stamp Revenue in the North-Western Provinces and Oudh for 1889-90 that one of the causes of the diminution of the revenue from hundi stamps in those Provinces was the use of certain unstamped documents known as *samachari chittis*. The report on the subject contained in the letters from the Local Government of the 8th and 11th June 1891 shows that the practice of advising remittances by means of these *chittis* prevails in many districts, and that they are so drawn in some cases as to be capable of being used for the double purpose of a letter of advice and also of a hundi. There appears to be a difference of opinion as regards the precise nature of the documents and their liability to stamp duty. The Board of Revenue holds that *samachari chittis* may be classed under one of three denominations—namely, (1) letters of advice, pure and simple, not liable to stamp duty; (2) letters of credit, liable to a duty of one anna under article 41, Schedule I. of the Stamp Act, 1879; (3) hundis or bills of exchange; and it considers that these instruments, when they relate to separate and properly stamped documents of remittance, do not require a stamp, but if they are intended, under a fraudulent understanding among confederates, to evade the use of duly stamped documents of remittance, they would not be legal if unstamped. As instruments coming under this last description are used, the Board proposes to issue a circular to Collectors, instructing them to give as much publicity as possible to the fact that *samachari chittis* which serve the purpose of letters of credit or

of hundies are liable to stamp duty, and that their execution on unstamped paper renders the writers liable to penalty and prosecution. Collectors and officers in charge of stamps have also been directed to watch and bring to notice all information they can obtain in regard to the use of such illegal documents.

7. The Local Government considers these steps in respect of *samachari chittis* sufficient for the protection of the revenue and does not recommend any alteration of the existing law. The Governor General in Council will defer consideration of the view stated by the Local Government until he is informed whether similar instruments are used in other provinces for the purpose of evading the stamp revenue; and, if so, what steps have been taken for the protection of the revenue, or what suggestions the Local Governments have to make in this respect.

ORDER.—Ordered, that the foregoing Resolution, together with copies of the correspondence with the Governments of Bengal and North-Western Provinces and Oudh cited in the preamble, be communicated to all Local Governments and Administrations.

J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Enclosures to Resolution No. 4389 of 1891.

No. 1-D—2-5 St., 14th August 1889.

From H. J. S. COTTON, Esq., Officiating Secretary to the Government of Bengal, Financial Department, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

I am directed to acknowledge the receipt of your letter No. 3442, dated the 5th July 1889, with enclosure, asking for particulars regarding the case in which certain Marwari firms were charged in the Calcutta Police Court with evasion of the stamp law, and the nature of the documents on which the case arose.

2. In reply I am directed to submit the accompanying copy of a letter* from the Board of Revenue, with its enclosures, containing a full report of the case. On receipt of this letter, the Lieutenant-Governor deemed it right to ask the Advocate General to favour him with his opinion on the facts as reported by the Board. The Advocate General was accordingly asked whether, in the event of its being his opinion that the documents on account of which the prosecution was instituted were neither "bills of exchange" nor "promissory notes" within the meaning of the definitions given in the Negotiable Instruments Act, XXVI. of 1881, he considered that the definition of "bill of exchange" in the English Stamp law given in the last paragraph of the report of the Collector of Stamp Revenue, Calcutta, of the 29th March 1889, is sufficiently comprehensive to include such documents, and whether he concurred with the suggestion of Baboo Durgagutty Banerjee to amend the Indian law by adopting the definition of the English Statute.

* No. 531-B., dated the 10th July 1889.

3. In reply, Sir Charles Paul has furnished the following opinion :—

"It would be advisable to amend the Indian Stamp Act of 1879 by introducing into it the definition of the term bill of exchange in section 48 of the English Stamp Act (33 and 34 Vic., c. 97). There is one document translated : it is clearly not a bill of exchange. It is stated that I was of opinion that a document of this description on which I advised I held to be a promissory note. Neither that document nor opinion has been placed before me. But it is unnecessary to consider the correctness of my previous opinion, for I have advised on a great number of documents similar to the one under consideration, and my experience is that they vary considerably, and that at the best it is difficult as a rule to bring them under the definitions of bills of exchange and promissory notes.

"Under these circumstances, there can be no doubt that it would be advisable to adopt the definition of bill of exchange in 33 and 34 Vic., c. 97, for the purpose of the Stamp Act."

4. The Lieutenant-Governor concurs in the view expressed by the Board and the Advocate General, and would suggest that steps should be taken to amend the law in the direction proposed.

No. 531-B., 10th July 1889.

From K. G. Gupta, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces, to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

I am directed by the Board of Revenue to submit the following report for the consideration and orders of Government.

2. It has been brought to the Board's notice that Marwari firms in Calcutta and other towns in Bengal are in the habit of transmitting money from one to another and carrying on transactions in which money passes from hand to hand by means of ingeniously worded documents serving practically the purpose of *hundis* or bills of exchange which yet cannot be distinctly declared to be *hundis*. These documents are negotiated without being stamped and much loss to the stamp revenue results from their use.

No. 129 R.S., dated 3rd January 1889, and its enclosure, from the Commissioner of the Presidency Division.

No. 2 R.S., dated 8th April 1889, and its enclosure, from the Commissioner of the Presidency Division.

3. Lately a prosecution was instituted by the Collector of Stamp Revenue, Calcutta, in the Police Court in respect of three unstamped *hundis* against one Jalum Singh, the head working partner of the firm of Mysing Megraj, of 59, Durmahatta Street, Burra Bazar, for having made payment of, and negotiated them. I am to submit herewith, for the information of Government, a copy of the communications noted on the margin, which give a full and clear history of the case.

4. The Board are disposed to agree with the Magistrate that these documents cannot be defined as *hundis*, and they are unable to understand on what grounds the Advocate General considers them to be promissory notes. From the specimen translations given by the Collector, and in the Presidency Magistrate's judgment, the documents do not appear to conform to the definition of promissory notes given in section 4 of the Negotiable Instruments Act, XXVI of 1881. The definition of a promissory note as given in the Act is as follows :—

> "A 'promissory note' is an instrument in writing (not being a bank note or a currency note) containing an unconditional undertaking, signed by the maker, to pay a certain sum of money only to, or to the order of, a certain person, or to the bearer of the instrument."

However this may be, it is clear that here is a class of document which, by reason of its not falling within the definitions of any of the laws on the subject, escapes liability to stamp revenue, while it fulfils the objects and performs the functions of those documents usually employed for the transmission or payment of money, which the legislature has declared to be liable to stamp duty.

5. It seems to the Board that as these documents are very largely used in substitution for *hundis* and other documents liable to stamp duty, the law requires to be amended in such a way as to include documents of this kind within its scope ; they therefore refer the matter to Government for orders.

No. 79 R.S., 19th December 1888.

From Babu Durgagutty Banerjee, Officiating Collector of Stamp Revenue, Calcutta, to the COMMISSIONER of the PRESIDENCY DIVISION.

I have the honour to report, for the information of yourself and the Board of Revenue, the following circumstances connected with an important case of systematic evasion of the stamp law instituted by me in the Calcutta Police Court.

2. On the 7th instant information was received that certain large Marwari firms in Burra Bazar were in the habit of making free use of *unstamped hundis*, and that nine unstamped *hundis* belonging to one of these firms had been filed in a suit in the Presidency Small Cause Court. Immediate steps were taken to secure these *hundis*, and through the courtesy of the Chief Judge of the Court I was able to obtain them. These *hundis* covered sums amounting in all to Rs. 15,121-7-9. As, however, under section 234 of the Criminal Procedure Code no person could be charged with, and tried at one and the same time for more than three offences of the same kind, a prosecution was at once instituted in respect of three of these *hundis* against Jalum Singh the head working partner of the firm of Mysing Megraj, for having made payments of, and negotiated them. A search warrant was also obtained under section 96 of the Criminal Procedure Code, in order to seize other unstamped *hundis*, which the firm was reported to have in possession. This warrant was duly executed on the night of the 8th instant (Saturday) by the Police Inspector of the

Burra Bazar thana, who was assisted by Mr. Gerard and other stamp officers of this Collectorate. The result was that about 200 unstamped and insufficiently stamped *hundis* were found. These as well as the account books were seized and lodged in the Police Court. I am not in a position to state precisely the amount of the transactions of the *hundis* so seized, as they are lodged in bags sealed by the defendant's firm.

3. The 11th instant was fixed for the hearing of the case. Having heard on the previous day (10th instant) that the accused had engaged Counsel, I applied to the Board of Revenue for permission to retain the Government Solicitor, and having, as a special case, obtained it, I placed myself in communication with that officer. Mr. Garth appeared on behalf of Government, while Mr. Gasper, instructed by Babus Gonesh Chunder and Kali Nath Mittra (Attorney), defended the accused. The pleas urged by the Counsel for the defence were—

(I) That the documents in question were "*barati chittis*" and not *hundis*.

(II) That they were not negotiated.

4. The first point as to whether the documents are *hundis* or not is a very important one, and on its issue the case will stand or fall.

5. The Stamp Act contains no precise definition of the term "*hundis*," but clause 2 of section 3 of the Stamp Act declares that "bill of exchange includes a *hundi*." A "bill of exchange" is thus defined in the Negotiable Instruments Act :—

> "A bill of exchange is an instrument in writing containing an *unconditional order*, signed by the maker directing a certain person to pay a certain sum of money only to, or to the order of, a certain person, or to the bearer of the instrument.

To enable the Board to judge whether the documents in question fall within the scope of this definition, I append below a translation of one of them, the purport of all the documents being the same—

"Copied page 17."

> "In Calcutta auspicious place chita to Mysing Megraj, written from Serajgunge, conveying Bhoyrudan Golaicha's greeting. One *chita* (I) draw upon you for Rs. 3,150 (three thousand one hundred and fifty rupees). Half of it is Rs. 1,575, double of which is the full amount of money with you. Pay ten days after receipt of this *chita* through respectable person—Sambat 1939, date 1st Assin.
>
> SEWJEE RAM."

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6. It will be observed that the deeds contain an unconditional order from Sewjee Ram of Serajgunge to Mysing Megraj to pay the sums mentioned therein within ten days after sight. It will also be observed that Mysing Megraj is both the drawee and payee of the *hundis*, while Sewjee Ram is the drawer. From the account books which have been produced, it appears that these documents were

treated by the firm of Mysing Megraj as *hundis*, and were copied as such in their *hundi* copybook. Under these circumstances it seems to me clear that the documents are *hundis*.

7. As regards the contention of the Counsel for the defence that the deeds are mere "*barati chittis*," I need only observe that "*barati chitti*" is but another name for "*hundi*." It is a distinction without a difference. I need not enter into a further discussion of this question, as it will, no doubt, receive due attention from our counsel.

8. In regard to the second point, I would observe that the documents in question are clearly negotiable instruments within the meaning of section 13, Act XXVI of 1881, and that they are negotiable by "delivery thereof" (section 47). In the present case these documents were admittedly received by the Calcutta firm of Mysing Megraj from the Serajgunge firm, where they were presented by Sewjee Ram, the drawer of the *hundis*. The delivery having thus practically taken place, the negotiation was complete.

9. I have been advised by the Government Solicitor to produce, if possible, the man who had drawn the *hundis*. This man resides at Bikaneer in Rajputana, and steps have been taken to bring him down. In the meantime the case has been adjourned to the 15th January with the consent of the defendant's attorneys.

10. It is notorious that the Marwari merchants of Burra Bazar in Calcutta carry out large transactions in *hundis* by systematically evading the stamp law. The detection of this case will, I trust, have a salutary effect on the stamp revenue, and if the case terminates successfully, the revenue on account of *hundis* in Calcutta alone will, I anticipate, increase by at least 50 per cent. From enquiries made by me, it appears that the Marwari firms in Calcutta transact business in *hundis* to the amount of about 60 lakhs a month, or 720 lakhs per annum—a fact which will give some idea of the extent to which the stamp revenue is defrauded.

No. 129 R.S., 3rd January 1889.

Memo. by A SMITH, Esq., Commissoner of the Presidency Division.

Copy submitted to the Board of Revenue, Lower Provinces, for information. The result of the prosecution, when known, will be reported in due course.

No. 108 R. S., 29th March 1889.

From BABU DURGAGUTTY BANERJEE, Officiating Collector of Stamp Revenue, Calcutta, to the Commissioner of the Presidency Division

In continuation of this office letter No. 89 R. S., dated the 24th January last, I have the honour to submit a final report on the *hundi* case against Jalum Sing.

2. The facts of the case have been fully reported in my letter quoted above. It is therefore unnecessary to recapitulate them. The chief questions involved in the case were—

I—Whether the documents were *hundis*.

II—Whether they were negotiated by the defendant's firm within the meaning of the Stamp Act.

3. Mr. Garth, Barrister-at Law, was professionally consulted with regard to the evidence which should be adduced to support the case. A copy of his opinion is enclosed for the information of yourself and the Board of Revenue. For facility of reference I quote the following extract from it :—

"As to the first point, *primâ facie* of course the construction of a written document is for the Court, and it will no doubt be insisted for the defence that no evidence as to the nature of the documents in question is admissible. But in this case the Court has to deal with the Stamp Act which, while enacting that 'a bill of exchange includes a *hundi*," contains no definition of the latter term, which is not defined, so far as I am aware, in any other Act of the Legislature. For the purpose, therefore, of deciding what is or is not *hundi*, it appears to me that the Court must have regard to local mercantile usage, which can only be proved by oral evidence. The prosecution should therefore be prepared with the evidence of two or three Marwari merchants or persons accustomed to deal with Marwari merchants to show that these documents are *hundis*, and, as such, negotiable in the market. The munshi from the Bank of Bengal, who attended the conference held in this matter, should be called as one of these witnesses."

4. In regard to the second point, Mr. Garth's opinion runs thus :—

"As to the second point, the evidence already given only proves that the *hundis* were drawn by Sewjee Ram, the manager of Bhoyrudan Golaicha's firm ; that they were subsequently entered in the defendant's copy *hundi* book as well as in there *khata* book, and that they were produced by the defendant to prove payment for certain jute in the arbitration proceedings before Mr. Mendes. It will be necessary for the prosecution to supplement this evidence by the testimony of Sewjee Ram, who will be able, I understand, to prove that the *hundis* were drawn by him for the firm of Bhoyrudan Golaicha ; that they were delivered to the defendant's Serajgunge firm, who gave value for them either in cash or by credit in the account, and generally to detail the transactions of which the *hundis* formed part."

5. Following Counsel's opinion, I moved the Magistrate to summon the witnesses named below :—

1. Sewjee Ram.	3. Gopal Tewari.
2. Gambhir Chand.	4. Luchmi Narain.

5 Ram Narain.

No. 1 resides at Bikaneer in Rajputana. A summons was sent to the Political Agent there for service on the witness ; but as the time fixed in the summons was not sufficient, the Political Agent wrote to the Magistrate, asking him to send a fresh summons appointing some distant date. This was done by the Magistrate, the case being adjourned to the 16th February. But without waiting for a return of the summons, or for a reply from the Political Agent, the Magistrate

disposed of the case declining to grant a further postponement. This placed us at a great disadvantage. The remaining witnesses were examined, and though they were subjected to a severe and perplexing cross-examination, their evidence in the main supported the case for the prosecution, as will be evident from Mr. Garth's address to the Magistrate as reported in the *Englishman* of the 25th ultimo, which, for convenience of reference, is transcribed below :—

"Mr. Garth, instructed by Mr. Hume, addressed the Court at some length on behalf of the prosecution, contending that, on the evidence adduced, it was clear that the documents were *hundis* or bills of exchange, and, as such, the accused was libable to a conviction under the provisions of section 61 of the Stamp Act for having made payment of them. From the facts of the case that had been brought out by the witnesses, his Worship was now well aware that the documents had been drawn by one Bhoyrudan Golaicha on the defendant's firm in order to obtain money to pay for certain jute ; that, on these documents being delivered, the defendant paid the sums therein mentioned less discount ; that the jute was sent down to Calcutta for sale by the drawee of the document, and the bill of lading handed over to the defendant's firm at Calcutta ; that the letter credited themselves with the amount of the *hundis* as was conclusively shown by the entries in their books and debited themselves with the account of the jute. Not only this, but these documents had been entered in the accounts as *hundis*, and copies of them taken in the *hundi* 'copy-book' of the defendant's firm. A dispute subsequently arose as regards the profit and loss on the transaction, and to prove the amounts drawn by Bhoyrudan Golaicha on the defendant's firm, these *hundis* were put in evidence before the arbitrator by the defendant's firm to show the state of the account between them. It was also to be noted that the witnesses in the case, who were large shroffs in the bazar dealing with *hundis* every day of their lives, had all stated that the documents in question were *hundis* or written like *hundis*. It was not, perhaps, clear on the face of the documents that the three persons—drawer, drawee, and payee—were distinct, but at the same time there was a drawer, a drawee and a payee, the drawee and payee being one and the same, but acting distinctly. The term *hundi* had not been defined in the Stamp Act, but these documents had been drawn by one person on another, and business transacted on them in exactly the same way in every respect as if they had been bills of exchange or *hundis*. As to the particular manner in which they were worded, this was obviously done solely for the purpose and with the intention of evading the payment of duty. It was said that these documents were *barati chittis* and not *hundis*, but this was clearly a distinction without a difference, for not only had the head gomashta of the defendant's firm admitted that they were *hundis*, and payment had been made on them, but the truth of the matter was

clearly stated in the evidence of Luchmi Narain, a man doing a very large business in *hundis* in the bazar, who said that a *barati chitti* was the same as a *hundi*, except that a *hundi* was stamped and a *barati chitti* was not. It would be impossible to have clearer proof that the only object of writing the document in the form of a *barati chitti* was to cheat the revenue of the stamp duty that would otherwise be payable. If the Court held that the documents, on the other hand, were not *hundis*, Counsel would ask the Court to hold that they were promissory notes as they came clearly within the definition of such documents, there being, at any rate, an undertaking on the part of one person to pay money to another."

6. In the opinion of the Magistrate the evidence was not sufficient to prove that the documents were "*hundis* or bills of exchange." He accordingly discharged the defendant, returning to him the bag containing unstamped *hundis* (about 200 in number) found in his possession under the search warrant.

7. Whether the Magistrate's decision is correct or not, is beyond my province to decide. But I conceive it to be my duty to bring to your notice the fact that it will have a most mischievous effect on the stamp revenue. It seems to me that the depositions of the witnesses (copies hereto annexed) afford sufficient evidence that the documents, though ingeniously designated as *barati chittis*, were to all intents and purposes *hundis*. The defendant admitted having made payment to Sewjee Ram, and his own gomashta admitted also that they were treated as *hundis*, and were entered as such in their *hundi* copybook.

8. The principal argument advanced by the Council for the defence was that the document in question had reference to only two persons *viz.*, the drawer and the drawee, while to constitute a *hundi* it was necessary that the transaction should concern *three* persons, 1*st*, the person who made the order; 2*nd*, the person who received the order; 3*rd*, the person who benefited by the order.

The force and value of this contention are not apparent to me as a layman, but the fact remains that it does not unfrequently happen that one and the same person can be both drawee and payee or the drawer and the payee. In the present case the circumstances were such as to render the introduction of the third individual unnecessary.

9. The facts of the case are briefly as follows :—

Sewjee Ram, manager of the firm of Bhoyrudan Golaicha, bought jute for that firm, but being in want of funds to complete the purchase, applied to the firm of Mysing Megraj at Serajgunge to advance him the necessary capital, which it agreed to do on the condition that *hundis* for the amounts advanced were delivered to the firm, together with the bill-of-lading for jute shipped to Calcutta for sale by its branch firm. Sewjee Ram accordingly drew certain *hundis* (including the three under notice) on the Calcutta firm of Mysing Megraj (to which the goods were consigned for sale), and delivered them (*i.e.*, the *hundis*) to the defendant's Serajgunge firm, in order that it might reim-

burse itself out of the sale proceeds of the jute. The goods, however, having been sold at a loss, a dispute arose between the parties, resulting in a law-suit in the Court of Small Causes, Calcutta. The case was subsequently referred to the arbitration of Mr. Mendes, before whom these documents were produced in order to supply evidence of the advance made by the defendant in the first instance. Thus, the defendant's firm was both the drawee and the payee of the *hundis*.

10. The next contention was that the documents were not endorsed. I need hardly say that cases often occur in which *hundis* are negotiated without the endorsement. The payee and the drawee being the same individual in this present case, no endorsement was needed. The Negotiable Instruments Act, 1881, expressly provides that when a bill is payable to bearer, it can be negotiated by delivery only. At any rate the order for payment of the money was admittedly paid without any stamp.

11. Another construction to which the document was open, was that they were promissory notes. In the opinion of the Advocate General, who was at my request consulted by the Government Solicitor two days before the case was disposed of, the instruments were "promissory notes and should have been stamped" A suggestion to this effect was accordingly thrown out by Mr. Garth in his address to the Magistrate, who, however, held that, looking to the definition of "promissory notes" as contained in the Negotiable Instruments Act, the documents could not possibly be "promissory notes." It seems to me that the Magistrate would have acted prudently had he thought fit to refer for the decision of the High Court a question of so great importance, involving the construction of a document of an unusual character not defined by the Legislature.

12. It is a matter of regret that the case, after all the care that was bestowed on it, should have terminated unfavourably to the revenue interests of Government. It is the more deplorable, as the bag containing numerous unstamped and insufficiently-stamped documents, secured under the search warrant granted by the Magistrate, was returned, and the defendant allowed to escape unscathed. The bag was not even opened, although this was strongly urged by the prosecution. An examination of the documents would have at once convinced the Magistrate of the magnitude of the transactions carried on under cover of a fictitious name, and the systematic way in which the stamp revenue is evaded by the Marwari merchants of Burra Bazar. The decision of the Magistrate in the present case will, I fear, go far to countenance the practice which is nefariously followed by these merchants for the purpose of defrauding Government of its legitimate revenue.

13. The course to be taken to put a stop to this practice, with a view to protect the stamp revenue, is for higher authorities than myself to decide. The first question for consideration is, whether an appeal should be preferred to the High Court against the order of the Magistrate. On this point I consulted the Government Solicitor. He is of opinion that the prosecution in this case would not in the end stand—firstly, because the man who discounted the documents is dead; and secondly, because the man who drew them is in Bikaneer.

Such being the opinion of the Government Solicitor, it is, I fear, useless to move the High Court in the present case.

14. The next question for consideration is, whether the present Stamp Law should be amended with a view to prevent the evasion of stamp duty by the Marwari bankers who carry on large transactions in *hundis*. My letter No. 79 R.S., dated the 19th December 1888, gives an idea of the extent to which these transactions are carried on in Burra Bazar, and to make this report complete, I reproduce here what I then wrote :—

> "It is notorious that the Marwari merchants of Burra Bazar in Calcutta carry on large transactions in *hundis* by systematically evading the Stamp law. The detection of this case will, I trust, have a salutary effect on the stamp revenue, and if the case terminates successfully, the revenue on account of *hundis* in Calcutta alone will, I anticipate, increase by at least 50 per cent. From enquiries made by me, it appears that the Marwari firms in Calcutta transact business in *hundis* to the amount of about 60 lakhs a month, or 720 lakhs per annum—a fact which will give some idea of the extent to which the stamp revenue is defrauded."

15. In view of the amendment of the law, I beg to offer a brief review of the provisions of the Stamp laws which were in force previous to the passing of Act I. of 1879 in respect to stamp duty chargeable on *hundis* and documents of a similar character :—

(*a*) The first consolidated Stamp Act (XXXVI of 1860) declared the following description of documents liable to stamp duty :—

> "Bills of exchange, letters of credit, drafts, cheques on bankers or others, promissory notes, hundis and other orders and obligations for the payment of money, not being bonds, or instrument, or writings, bearing the attestation of one or more witnesses."

The penal clause (section III) provided—

> "If any person shall draw, accept, endorse, negotiate, pay, or receive payment of any bill of exchange, promissory note, draft, cheque, or other similar instrument, or if any person shall make, execute, sign, or be a party to any deed, instrument, or other writing, engrossed on unstamped or insufficiently-stamped paper or other material, which should bear a stamp of the value set forth in Schedule A, such person, so offending, shall forfeit a sum not exceeding one hundred rupees, or a sum equal to ten times the value of the stamp omitted to be used, if the sum so calculated exceed one hundred rupees."

(*b*) The next Stamp Act (Act X of 1862) retained the above provisions without any material alterations (see Article 10 of Schedule A of Act X of 1862 and section 3).

(*c*) Act XVIII of 1869 followed a different line in declaring documents of this description liable to stamp duty. Instead of enumerating specifically, as the previous enact-

ments did, the different documents of this description, it contained a general definition of a "bill of exchange," it being as follows :—

"'Bill of Exchange' includes a hundi and every other instrument (except a cheque) whereby a person is ordered to pay to another a specified sum of money."

The penal clause (section 29) was, however, comprehensive. It ran thus :—

"Any person or *firm* making, signing or issuing or, except as provided in section twenty-six accepting, endorsing, paying or receiving payment of any bill of exchange, promissory note, cheque or other similar instrument liable to any of the duties hereby imposed, without the same being duly stamped, * * * shall, for every such offence, be liable to fine not exceeding one hundred rupees, * * *."

(*d*) The present Stamp law adopts the same line, but makes a material modification in the definition of the term 'bill of exchange.' Clause 2 of section 3, while declaring that bill of exchange 'includes a *hundi*,' omits the words "and every other instrument (except a cheque) whereby a person is ordered to pay to another a specified sum of money."

Section 61 (penal clause), on the other hand, not only excludes *firms* from penalty under it, but also expunges from it the words "or other similar instrument" which appeared in the corresponding section (section 29) of the previous Act after the words "bill of exchange, promissory note or cheque."

The result is as might be expected, that advantage has been freely taken of this omission by the Marwari merchants to evade with impunity the payment of stamp duty by means of an ingenious device of the character disclosed in the present case.

16. Whatever the reason for the above omissions may have been, it seems to me very desirable in the interest of the stamp revenue that the law should be amended. I would suggest that the provisions of the English law regarding the interpretation of a "bill of exchange" be introduced into the Indian Stamp Act, so as to bring the instruments now under notice, and similar other documents, within the term "bill of exchange."

*Section 48, 33 and 34 Vic., c. 97.

Bill of exchange is thus defined* in the English Stamp law—

"The term 'bill of exchange' for the purposes of this Act includes also draft, order, cheque, and letter-of-credit, and any document or writing (except a bank note) entitling or purporting to entitle any person, whether named therein or not, to payment by any other person of, or to draw upon any other person for, any sum of money therein mentioned.

No. 2 R.S., 8th April 1889.

Memo. by A. SMITH, Esq., Commissioner of the Presidency Division.

Copy, with copies of the enclosures, submitted to the Board of Revenue, Lower Provinces, with reference to its No. 256-B., dated the 30th March last.

I agree with the Officiating Collector of Stamp Revenue in the opinion expressed in paragraph 16 of his letter that, considering the large revenue interests involved, the Stamp law regarding the definition of bill of exchange should be so amended as to include *barati chitti* and similar documents.

10*th January* 1889.

Opinion—By W. GARTH, Esq., Barrister-at-Law.

The evidence in this case should be directed to prove—

(1) that the unstamped documents in question are *hundis ;* and

(2) that they were paid or negotiated by the defendant's firm within the meaning of the Stamp Act.

As to the first point, *primâ facie* of course the construction of a written document is for the Court, and it will no doubt be insisted for the defence that no evidence as to the nature of the documents in question is admissible. But in this case the Court has to deal with the Stamp Act, which, while enacting that 'a bill of exchange includes a *hundi*,' contains no definition of the latter term, which is not defined, so far as I am aware, in any other Act of the Legislature. For the purpose, therefore, of deciding what is or is not a *hundi*, it appears to me that the Court must have regard to local mercantile usage, which can only be proved by oral evidence. The prosecution should therefore be prepared with the evidence of two or three Marwari merchants or persons accustomed to deal with Marwari merchants, to show that these documents are *hundis*, and, as such, negotiable in the market. The munshi from the Bank of Bengal, who attended the conference held in this matter, should be called as one of these witnesses.

As to the second point, the evidence already given only proves that the *hundis* were drawn by Sewjee Ram, the manager of Bhoyrudan Golaicha's firm ; that they were subsequently entered in the defendant's copy *hundi* book, as well as in their *khata* book, and that they were produced by the defendant to prove payment for certain jute, in the arbitration proceedings before Mr. Mendes. It will be necessary for the prosecution to supplement this evidence by the testimony of Sewjee Ram, who will be able, I understand, to prove that the *hundis* were drawn by him for the firm of Bhoyrudan Golaicha, that they were delivered to the defendant's Serajgunge firm, who gave value for them either in cash or by credit in account, and generally to detail the transactions of which the *hundis* formed part. It appears, however, that this evidence cannot now be procured until after the 15th day to which the case was adjourned ; and as it will not be worth while to proceed with the other evidence (which will be very short), in the meantime I advise an application for postponement of the case for a period sufficient to procure Sewjee Ram's attendance.

EMPRESS *versus* JALUM SING KOTARI, FIRM MYSING MEGRAJ.

Inspector George Fredrick Kingsley, on solemn affirmation.—I am Inspector of Burra Bazar. On the 8th instant I received this search warrant from this Court. Upon receiving which I went to No. 58, Dharmahatta Street, with Mr. Gerard and his assistants. I made certain enquiries. I served summons on Manik Chand for the defendant Jalum Sing, and served a subpœna on Manik Chand. After that I showed them this search warrant. I searched the shop, and found this wire file of *hundis* and these books; I brought them to the Court. The file of the *hundis* were put in a bag and sealed both by the firm and Mr. Gerard, as it is now (produced). Maink Chand produced these documents. The papers on the file were, I believe, examined by Mr. Gerard and his assistants Mr. Ellis and Peary Charan Dey, and these two Marwaris (identifies Bhoyrudan Golaicha and Baktewar Mal).

Cross-examined.—I did not apply for the search warrant. This is the search warrant (A). Messrs. Gerard and Ellis searched for the papers in my presence. This was at 10 P.M. I am not aware of the rule that search warrants should be exe uted between sunrise and sunset. Business was being transacted when I went there. I asked them to finish their business quickly. I seized the papers and books pointed out to me by Mr. Gerard.

SYED AMEER HOSSAIN.

Mr. George Gerard, on solemn affirmation.—I am Superintendent of the Stamp Department under the Collector of Calcutta. I am in charge of this prosecution. I got these three documents (produced) from the Calcutta Small Cause Court, and upon getting them I took out summons against the defendant under section 61 of the Stamp Act. These are not stamped. I applied to this Court for a search warrant in this case, and the search warrant was executed by the last witness. I went with him to the premises of the defendant accompanied by my assistant and the two Marwaris. Inspector Kingsley served the summons and the subpœna, and read out the search warrant. Manik Chand was in charge of the premises. Defendant Jalum Sing is the malik of the firm. A search was made, and these papers were found. A list of the file was taken and was put in this bag with the papers found, and then the bag was sealed by the firm and by me as it is now.

Cross-examined.—I have never been to the premises before. I had never seen the defendant before. I see him to-day for the first time. I have never been to Moorshedabad. I have never stopped at Azimgunge. I do not know Megraj. I never knew Mysing.

11*th December* 1883. SYED AMEER HOSSAIN.

Bhoyrudan Golaicha, on solemn affirmation.—I am gomashta in the firm of Protap Chand Gya Chand. I know the firm of Mysing Megraj. They carry on business in Moorshedabad and Calcutta. I have done business with them in Calcutta. I know the defendant Jalum Sing. He is son of Megraj. (This was answered in reply to the question whether the defendant has anything to do with the firm.) Defendant is the malik of the firm. I have seen these three *hundis*. They were

drawn by Sewjee Ram Kotari on the defendant's firm. I had a dispute with the defendant's firm regarding jute transaction. The defendant's firm bought jute for me. These three *hundis* were drawn by the payment of the price of the jute. Sewjee Ram used to look after my jute business at Serajgunge. I next saw these *hundis* in the house of Mr. Mendes. There was a case in the Court of the Chief Judge. Mr. Mendes was the arbitrator in the case. He took the accounts on the occasion. I saw these *hundis* with Mr. Mendes; the defendant and Manik Chand were present. Manik Chand gave the *hundis* to the defendant, and the defendant give them to Udoy Babu, a pleader. Manik Chand is the head gomashta of the defendant's firm. Defendant put in these *hundis* as evidence in the case. Defendant asked Udoy Babu to file these. These were produced by them to prove the account. At the time *khata* books were shown by the defendant to Mr. Mendes, but they were not detained by Mr. Mendes.

11*th December* 1888. SYED AMEER HOSSAIN.

Manik Chand, on solemn affirmation.—I am the chief gomashta of the defendant's firm. I produce the *khata* and rokar books for 1939 S. S. I also produce the *hundi* copy-book. There is nothing about these *hundis* in the rokar book, but there are entries regarding them in the *khata* book. These *hundis* were produced by me before Mr. Mendes. I also showed these entries to Mr. Mendes. (The *hundis* marked B, C, and D, and entries E, F, and G)—Mr. Mendes acted as an arbitrator in a case. I put these *hundis* in for the case. These *hundis* were drawn in payment of the money due to us from Bhoyrudan at Serajgunge, on account of jute. I don't call these *hundis*, but I call these *larati chittis*.

This is my *hundi* book.

11*th Decemler* 1888. SYED AMEER HOSSAIN.

Bhoyrudan re-called.—These documents, B, C, and D were handed over by the defendant to Udoy Babu, and these entries (E, F, and G) were shown by Manik Chand.

Question—Are documents like B, C, and D negotiated in the Bazar?

Answer—They are sold, but not discounted.

11*th Decemler* 1888. SYED AMEER HOSSAIN.

Adjourned to the 19th instant for further hearing. Eight *khatas* produced by the police on search warrant returned to Manik Chand this day.

11*th December* 1888. SYED AMEER HOSSAIN.

19*th Decemler* 1888.—On the application of the Collector of Calcutta with the consent of the Counsel for defence, case postponed to the 15th proximo, on the ground that one of the witnesses of Bikaneer could not come within four weeks.

12*th December* 1888. SYED AMEER HOSSAIN.

The 12th January 1889.—Read the No. 1168-G. of 1888, dated 29th December 1889, from the Political Agent, Bikaneer, to the effect that owing to the distance of Calcutta from the homes of the witnesses, the summonses could not be served in time to enable them to attend on the 15th instant, and requests that fresh summonses may be issued for a more distant date. Mr. Hume, on the application of the Collector of Calcutta, requests the Court to fix a distant date on the strength of the letter. Babu Ganesh Chandra Chunder, on behalf of defence, does not object to this. Case will be taken up on the 16th proximo instead of the 15th instant.

12th January 1889. SYED AMEER HOSSAIN.

Babu Ganesh Chandra Chunder on behalf of defence appears this day and informs the Court that he and Mr. Gasper could not appear before this Court on the 16th instant, and applies for postponements. Prosecution consents to this. Case will be taken up on the 19th instant instead of the 16th instant.

14th February 1889. SYED AMEER HOSSAIN.

Gumbheer Chand, on solemn affirmation.—I am the monib gomashta of the firm of Banshi Lal Abeer Chand, carrying on business at No. 108, Cotton Street. It is a Marwari firm. I know the firm of Mysing Megraj. They are not Marwaris. They belong to Moorshedabad. I have been doing business in Calcutta for six and a half years. We do the business of shroff and banker. Our firm does a large business. I see the documents B, C. and D. They are *hundis* (says after reading the document); they are written like *hundis*. We would call them *hundis* (objected by Mr. Gasper). They are not discountable in the bazar. They are not saleable in the bazar.

Question.—What is the mercantile transaction in respect of documents of this kind?

Answer.—I have not seen a document like these in our *cothee*.

I have never seen a document like these. Our firm deals in *hundis*. These documents are like *hundis*, but when we endorse them on the back then a stamp is put on, and then they become discountable. These documents do not bear endorsement on the back of them, and the payee and drawee are the same. The exhibit D is of the same kind as C. There is a word *shahjog* mentioned in D. It means that when the party is a good one, he gets the money. The money is payable to the *shahjog*, but the payee and drawee is the same person. In my firm *hundis* are drawn on stamp paper. Sometimes the stamps are fixed on *hundis* before endorsement.

Cross-examined.—In a *hundi* there is a drawer and drawee, and a payee, but in these there are only two persons. Until a *hundi* is accepted, there is no endorsement. The drawer of these three *hundis*, B, C, and D, is Bhoyrudan Golaicha. It is he who ought to have stamped the dacument at the time of drawing them.

19th February 1889. SYED AMEER HOSSAIN.

Re-called and cross-examined.—I was taken to the *burra sahib* of the Bengal Bank. Ram Pertap, the gomashta of Phool Chand Makhan Lal, and Ram Narain were also there. Ram Pertap said that these are not *hundis*. Ram Narain is here, but not Ram Pertap.

19*th February* 1889. SYED AMEER HOSSAIN.

Shew Gopal Tewari, on solemn affirmation.—I am employed in the Bank of Bengal as the head munshi. In the course of my business I deal with *hundis*. I translate *hundis* which the Bank purchases, and I see the documents B, C, and D (shown to the witness); they are *hundis*.

Question.—Have you seen documents like these produced or discounted by the Bank?

Answer.—Yes; they are purchased if they are stamped.

Cross-examined.—I get Rs. 100 as my pay. I have been a translator in the Bank of Bengal for 17 years. My duty is to translate and to see whether they are proper documents. I have done no work on my own account. A *hundi* is a document in which there is a drawer, a drawee and payee. A due date is written in it. In exhibit C, the drawee is Mysing Megraj Kotari, and Bhoyrudan is the drawer, but the payee is also Bhoyrudan. These are the words "ap ke pas," which mean that the money is payable to Bhoyru. Exhibit D is exactly like C. B is also like C. B, C, and D are exactly like each other.

Re-examined.—The word "shahjog" occurs in D. It means to whomever it is endorsed.

19*th Fbruary* 1889. SYED AMEER HOSSAIN.

Re-called.—These *hundis*, B, C, and D, are not payable until they are endorsed by Bhoyrudan.

19*th February* 1889. SYED AMEER HOSSAIN.

Luchmi Narain, on solemn affirmation.—I am gomashta of the firm of Duo Koran Dass Ram Kumar. I don't know the defendant's firm. Our firm buys *hundis*, but does not discount. I see the documents B, C, and D (shown to the witness). They are written like *hundis*, but they do not bear the endorsement. When there is no endorsement on these, I would not call them *hundis*, though they are written like *hundis*. I would not call them *hundis*, even if money was paid by Megraj until they were endorsed. If they were endorsed by Bhoyrudan, I would call them *hundis*.

Corss-examined.—In a *hundi* there are three parties *viz.*, the drawer, the drawee, and the payee.

The drawer and drawee are frequently the same person. It is for the payee or his endorsee to present the *hundi* to the drawee for acceptance; until it is accepted it is valueless except as against the drawer.

I have seen *hundis* like these (B, C, and D). There is no payee in these documents (B, C, and D). Without endorsement on them, I cannot say who is the payee.

Re-examined.—These three documents are drawn by Bhoyrudan upon Mysing Megraj. If Bhoyrudan had endorsed them and handed them over to somebody else, then that other person would have held *hundis*. If Bhoyrudan had sent these to Mysing Megraj, the amount would have been entered in his *khata* books. These transactions would have been entered in the *hundi* book. If Bhoyrudan had received money from Mysing Megraj and made over the papers to him, they would be *hundis* even without endorsement.

19*th February* 1889. SYED AMEER HOSSAIN.

Ram Narain on solemn affirmation.—I am gomashta of the firm of Luchmee Chand and Radha Kishen. I know what a *hundi* is. I see the exhibits B, C, and D (shown to the witness). I consider them to be *hundis*.

Cross-examined.—In a *hundi* there is a drawer, a drawee, and a payee. The name of the payee is not down in these three *hundis*. There is no payee in these *hundis*. These are written like a *hundi*, but as the name of the payee is not down, these are *barati chittis*, though they are written like *hundis*.

From these documents I gather that Bhoyrudan received the money and sent the *hundi* to Mysing Megraj, and the latter made the requisite entries in his books in Calcutta.

Re-examined.—In a *barati chitti* the man writes :—"Give certain amount to certain parties." *Barati chittis* are not negotiable in the bazar, even if they are endorsed. *Barati chittis* and *hundis* are the same, but *barrati chitti* is not written on a stamp paper.

19*th February* 1889. SYED AMEER HOSSAIN.

Dwarka Nath Burdhun called out, but he is not present.

19*th February* 1889. SYED AMEER HOSSAIN.

Kailas Chand Goho, on solemn affirmation.—I am a mohurir at Serajgunge in the firm of Soda Sook Karam Chand. My firm has dealings with Mysing Megraj.

19*th February* 1889. SYED AMEER HOSSAIN.

Mr. Garth closes the case for the prosecution.

19*th February* 1889. SYED AMEER HOSSAIN.

Adjourned to Saturday next for argument.

19*th February* 1889. SYED AMEER HOSSAIN.

23*rd February* 1889.—On the case being called on, Mr. Garth, the Counsel for the prosecution, asks the Court to examine the Interpreter of the High Court who translated the exhibits B, C, and D.

23*rd February* 1889. SYED AMEER HOSSAIN.

Babu Bani Madhab Mukerji on solemn affirmation.—I am an Interpreter of the High Court. I have heard the facts of the case. My translation of the word "ap" in these documents as "me" is not correct. It should be *you*.

Cross-examined.—By these documents I understood that the drawer drew them against goods sent by him to Mysing Megraj for them to pay *hundis* out of the sale of the said goods, the money being advanced by the drawer to the drawee.

I have translated hundreds of *hundis*, but I don't remember translating a *hundi* like these (B, C, and D). I have not heard of any *hundi* without a payee on the face of it. There is no payee on these three *hundis* B, C, and D.

23*rd February* 1889. SYED AMEER HOSSAIN.

Mr. Garth addresses Court on behalf of the prosecution. Mr. Gasper, the Counsel for defence, replies.

23*rd February* 1889. SYED AMEER HOSSAIN.

THE COLLECTOR OF CALCUTTA..... ..*Prosecutor*,

versus

JALUM SING OF THE FIRM OF MYSING MEGRAJ.....*Defendant*.

CHARGED UNDER SECTION 61 OF THE STAMP ACT.

Judgment.

The defendant is charged with having made payment of, and negotiated three *hundis* (exhibits B, C, and D), the same not being duly stamped.

The case for the prosecution is that the defendant's firm at Serajgunge purchased jute for one Bhoyrudan Golaicha, and in payment of the price of the said jute, the said Bhoyrudan drew these documents B, C, and D, upon the firm of the defendant. It is urged by the prosecution that these documents are *hundis* or bills of exchange, and therefore the non-stamping of these documents is punishable under section 61 of the Stamp Act, read with clause 2, section 3 of the said Act which says "bill of exchange includes a *hundi*."

It is contended on behalf of the defence that these documents are, not *hundis* but they are *barati chittis*, and therefore they are not liable to stamp.

The Stamp Act does not define either a *hundi* or a bill of exchange but section 5 of the Negotiable Instruments Act (XXVI of 1881) gives the following definition of a bill of exchange :—

> "A 'bill of exchange' is an instrument in writing containing an unconditional order, signed by the maker, directing a certain person to pay a certain sum of money only to, or to the order of, a certain person, or to the bearer of the instrument." A *hundi* or a bill of exchange which comes within the above definition is negotiable, *i.e.*, it can be sold or discounted in the market.

The question to be decided is whether these three documents B, C, and D, written in Hindi character, are *hundis* or bills of exchange.

Mr. Garth, the learned Counsel for the prosecution, has examined four witnesses in support of the allegation that they are *hundis*. In addition to these he has this day examined Baboo Baney Madhub Mukerji, an Interpreter of the High Court, who has translated the documents into English. Before commenting on the evidence of these witnesses, I think it proper to reproduce below the English translation of one of these three documents :—

EXHIBIT B.

This auspicious letter, Sree 5 to Mysing Megrajee Kothari of Calcutta, the seat of good luck, is written from Sree Serajgunge by Bhoyrudan Golaicha, whose salutations accept. Further, one *chitti* is drawn on you for Rs. 750, in letter seven hundred and fifty, the moiety whereof is rupees three hundred and seventy-five, full double of which has been deposited by *me* (the interpreter in his evidence recorded this day says that instead of "*me*" it should be "*you*") [payable*] 10 in letters ten days after the reaching of the *chitti* :— Sumbat 1939. Dated—7th Assar. Signature—Sewjee Ram Khothari.

The Interpreter in cross-examination says :—

> "I have translated hundreds of *hundis*, but I don't remember translating a *hundi* like these (B, C, and D). I have not heard of any *hundi* without a payee on the face of it. There is no payee on these three *hundis* B, C, and D."

The prosecution has examined four experts to prove that these documents are *hundis*. The first is Gambheer Chand, the *monib* gomashta of a leading firm in Calcutta. Although he starts by saying that "they are *hundis*," he qualifies his statement later on by saying that "they are written like hundis." Further on he says :—"They are not discountable in the bazar; they are not saleable in the bazar." The rest of his evidence tends to show that these cannot be negotiable *hundis*. The most hopeful witness among these experts is the Bank documents of Bengal man. He is a translater of *hundis* in the Bank. He is positive that these papers are *hundis*, but he does not appear to be so happy in his translation and interpretation of these documents as he generally is at the Bank of Bengal. He upsets the whole theory of the prosecution by saying—"In exhibit C the drawee is Mysing Megraj Kotari, and Bhoyrudan is the drawer, *but the payee is also Bhoyrudan.* There are the word "*ap ke pas*," which mean that the money is payable to Bhoyru." Then he says—"Exhibit D is exactly like C. B is also like C. B, C, and D are like each other." Nothing could be more absurd than the interpretation that the amounts mentioned in B, C, and D are payable to Bhoirudan.

The next witness is Luchmi Narain. He is a gomashta of a leading firm in Calcutta. He does not at all support the allegation of the prosecution. He says :—"I see the documents B, C, and D (shown to the witness). They are written *like hundis*, but they do not bear the endorsements. Where there is no endorsement on these I would not call them *hundis*, though they are written like *hundis*.

* The word "payable" does not occur in the body of this document, but it is understood by context, hence it is bracketted.

The next man is Ram Narain. He is also a gomashta of a leading firm. In his examination-in-chief, he says that exhibits B, C, and D are *hundis*, but in cross-examination he eats up his own words. He says—"In a *hundi* there is a drawer, a drawee, and a payee. The name of the payee is not down in these three *hundis*. There is no payee in these *hundis*. These are written like a *hundi*, but as the name of the payee is not down, these are *barati chittis*." In examination he says "*barati chittis* are not negotiable in the bazar, even if they are endorsed."

On the face of these evidence it is impossible for me to hold that these documents are *hundis* or bills of exchange.

Mr. Garth in the concluding part of his address says that if the Court is of opinion that these papers are not *hundis*, it should hold that they are *promissory notes*. I am of opinion that these cannot be promissory notes. A "promissory note" is defined in section 4 of the Negotiable Instruments Act. A glance at the definition and the illustration would show that these documents cannot possibly be promissory notes.

Under these circumstances, I dismiss the case and discharge the defendants. The sealed bag containing the papers, which are not subject of this charge, should be returned to the defendant.

SYED AMEER HOSSAIN,
Presidency Magistrate,
Northern Division, Calcutta.

23rd February 1889.

No. 5130, dated 5th October 1889:

From E. J. SINKINSON, Esq., Secretary to the Government of India, Finance and Commerce Department, to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

I am directed to acknowledge the receipt of your letter No 1-D.—2:5 St., dated the 14th August 1889, reporting on the case in which a Marwari firm was charged in the Calcutta Police Court with evasion of the stamp duty on certain documents call *barati chittis*, which the Income Tax authorities contended should have been stamped as hundis or, if not as hundis, as promissory notes.

2. The Magistrate dismissed the case, because in his opinion the documents could not be considered hundis or promissory notes.

3. The Board of Revenue and the Advocate General are of opinion that the documents are not bills of exchange or promissory notes within the meaning of the Indian Stamp Act, I of 1879, and the Government of Bengal agrees in a suggestion made by the Advocate General that the Act should be amended, the definition of the term "bill of exchange" in the English Stamp Law being substituted for the existing definition so as to cover the case of such documents.

4. The Governor General in Council is averse to have recourse to legislation until it is quite certain that there is no other course open, and His Excellency in Council considers that it would have been desirable to bring this case before the High Court for opinion on reference under section 45 and 46 of the Stamp Act. Before the proposal for legislation made by His Honour the Lieutenant Governor

is further considered, the opinion of the High Court on the question raised should be taken, and I am to suggest that the Board of Revenue may be instructed to refer a case to the High Court under section 46, furnishing the Court with full particulars and a specimen of a *barati chitti*, and obtain the decision of the Court on the question whether *barati chittis* of the kind placed before the Presidency Magistrate are or are not *hundis* or bills of exchange within the meaning of the Indian Stamp Act, I of 1879.

No. 2303, dated 9th May 1890.

From J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, Finance and Commerce Department, to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

I am directed to invite attention to the letter from this Department, No. 5130, dated the 5th October 1889, regarding the question whether certain *barati chittis* are or are not bills of exchange within the meaning of the Indian Stamp Act, I of 1879. I am to request that, with the permission of His Honour the Lieutenant-Governor, it may be stated whether the reference to the High Court, suggested in paragraph 4 of the letter, has been made as yet; and, if made, that the result may be reported.

No. St.—1-D—2-10, dated 17th May 1890.

From H. J. S. COTTON, Esq., Secretary to the Government of Bengal, Financial Department, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

With reference to the correspondence ending with your letter No. 2303, dated the 9th May 1890, I am directed to submit a copy of a letter* from the Board of Revenue forwarding a copy of a reference made to the High Court under section 46 of the Indian Stamp Act, I of 1879, as to whether certain documents are or are not bills of exchange within the meaning of the Act, together with a copy of the High Court's judgment thereon, and to say that a further communication will be made to the Government of India on receipt of the information which the Board have called for.

* No. 310-B., dated 28th April 1890.

No. 310-B., 28th April 1890.

From K. G. GUPTA, Esq., Offg. Secretary to the Board of Revenue, L. P., to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

With reference to Government order No. St.—1-D.—2-7, dated 16th November 1889, and enclosures, I am directed to submit herewith, for the information of Government, a copy of the reference made to the High Court under section 46 of the Indian Stamp Act, I of 1879, on the question whether the document therein referred to is or is not a *hundi* or a bill of exchange within the meaning of the Act, together with a copy of the High Court's judgment thereon, and to say that the decision does not appear to advance the question much. The Board have asked the Collector of Stamp Revenue, Calcutta, through

the Commissioner of the Presidency Division, whether he can get sufficient evidence to justify a further prosecution. If he cannot, the previous recommendation to the Government of India, made in Government order No. St.—1-D.—2-5, dated 14th August 1889, to amend the law, should, the Board think, be resubmitted.

IN THE HIGH COURT OF JUDICATURE AT FORT WILLIAM IN BENGAL.

(APPELLATE CIVIL JURISDICTION.)

14th April 1890.

PRESENT:

The Honourable Sir William Comer Petheram, Kt....*Chief Justice.*

The Honourable Gooroo Dass Banerjee and The Honourable Charles Henry Hill } *Two of the Judges of this Court.*

Reference from Board of Revenue, No. of 18 .

For Government.—The Advocate General.

There is no finding in this case whether there is any custom of the mercantile classes in this country that such documents as those of which examples are printed are negotiated as *hundis*, bills of exchange, or promissory notes, and we can only answer the question with reference to what appears on the face of the documents themselves. The one printed at the top of page 2 is on its face a letter written by one person to another, requiring the person to whom it is addressed to pay to the bearer a sum of money. This appears to be a bill of exchange, but our opinion is not requested with reference to this document. The document marked B on its face appears to be merely an acknowledgment of the receipt of a sum of money by the writer from the person to whom it is addressed, with a memorandum that it is repayable at the expiration of ten days from the receipt of the document by the person who has sent or deposited the money. This, on the face of it, is not a bill of exchange; but if by the custom of merchants such documents are treated as negotiable instruments, it may be a promissory note or *hundi*, but the findings of fact in the case are not such as to enable us to answer the question as to this document.

No. 70, 6th January 1891.

From H. J. S. COTTON, Esq, Secretary to the Government of Bengal, Financial Department, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

In continuation of my letter No. St.—1-D—2-10, dated the 17th May 1890, I am directed to submit herewith a copy of a further report from the Board of Revenue, No. 895-B., dated the 16th December 1890, with enclosures, regarding the question whether the documents known as *barati chittis* are or are not bills of exchange within the meaning of the Indian Stamp Act, I of 1879.

2. I am to say that the documents which have given rise to this correspondence are not, properly speaking, *barati chittis*, which are defined to be documents to pay money to a third person after taking a receipt, and are therefore not distinguishable from *hundis*. The documents now under consideration, whatever name may be given to them, are not *hundis*, but were intended to be used as such, only the name of the payee is omitted, with the evident object of excluding the documents from the definition of "bill of exchange," and so of evading stamp duty. But looking to the conflicting statements of the leading Marwari firms as to the character of the documents, and specially on the point as to whether they are negotiable or not, it does not seem that any further prosecution would be successful, or that a second reference to the High Court would result in any more definite finding. In these circumstances, the Lieutenant-Governor concurs with the Board of Revenue, and considers that it will be advisable to give effect to the recommendation of this Government for the amendment of the law, so far as to adopt the definition of a bill of exchange according to the English Statute, which is quoted in paragraph 16 of the letter from the Collector of Stamp Revenue, No. 108-R S., dated the 29th March 1889, which formed one of the enclosures of my letter No. St. 1-D—2-5, dated the 14th August 1889.

No. 895-B., 16th December 1890.

From E. R. HENRY, Esq., Officiating Secretary to the Board of Revenue, L. P., to the SECRETARY to the GOVERNMENT of BENGAL, Financial Department.

With reference to Government order No. 509-T. F., dated 1st October 1890, and subsequent reminders, I am directed to submit, for the information of Government, a copy of an endorsement No. 96-R. S., dated 6th December 1890, and of its enclosures, together with three vernacular documents in original, and English translation thereof from the Commissioner of the Presidency Division, furnishing the further information called for in connection with the question whether "barati chittis" are or are not *hundis* or bills of exchange within the meaning of the Indian Stamp Act, I of 1879. It appears from the weight of the evidence that such instruments are generally treated as negotiable, but as the evidence is not unanimous, and the decision of the Magistrate in the first case was adverse, while the opinion of the High Court also tends to favour that interpretation, the Board do not recommend another prosecution, which would probably end in the defendant getting the benefit of the doubt.

2. The Board would therefore fall back upon their former recommendation to amend the law, so as to make these instruments liable as negotiable instruments.

No. 96-R. S., 6th December 1890.

Memo. by the Commissioner of the Presidency Division.

Copy of the following, with the enclosures in original, forwarded to the Secretary to the Board of Revenue, with reference to his letter No. 153-B., dated the 28th April last.

A majority of only one of those examined are of opinion that the deed is *hundi* and is correctly treated as such.

No. 52-R. S., 26th November 1890.

From BABOO D. G. BANERJEE, Collector of Stamp Revenue, Calcutta,
to the COMISSIONER of the PRESIDENCY DIVISION.

I have the honour to acknowledge the receipt of your memorandum No. 14-R. S., dated the 9th May last, forwarding copy of No. 153-B. of the 28th April 1890, from the Board of Revenue, enquiring whether evidence can be obtained to show that documents similar to the one referred to in the judgment of the High Court, dated the 14th April 1890, are, by the custom of the trade, treated as negotiable.

2. In reply I beg to state that, in order to ascertain the real character of the instruments which form the subject of the present correspondence, I sent for the managers of the several leading Marwari firms in the town named in the margin, who have extensive business in *hundis*. With great difficulty I succeeded in securing the attendance of some of them at this office, and this fact accounts for the delay in the submission of this report. A set of questions* was framed, and the answers of these men recorded. Copies of these papers are forwarded herewith, appendices A to F.

Ram Lal Budri Das.	Jumna Das.
Tara Chand Ghonsam Das.	Bramha Dutt.
Hunoraj Sook Deo.	Bissin Dyal.
Srikissen Das Balkissan.	Hen Dyal.
Joteermull Gumbhermull.	Anup Chand.
Soberam Khosal Chand.	Rup Chand.
Pursuttam Das.	Mukam Chand.
Nursing Das.	Nursing Das.

* Appendix F.

3. In the opinion of the majority of the persons† examined the documents are *hundis* and negotiable instruments. I would specially invite the attention of yourself and the Board to the statement of Baboo Durga Persaud (Appendix E), who is manager of one of the largest banking firms (Bissen Dyal Hurdyal) in Calcutta, carrying on transactions in *hundis* to the extent of a crore of rupees in a year. An extract from it is quoted below :—

† Juggernath Guzrati, agent of the firm of Ram Lall Budri Das...Appendix A.

Nursing Das...Appendix C.
Dad Raj .. Ditto D.
Doorga Prosad, Kebul Chand, Hurkissen } Ditto E

"We have never taken such a hundi, but it is unquestionably *hundi*.

"The name of the payee has not been mentioned. The holder of the document is entitled to receive payment.

"It is negotiable, but not at the place (Calcutta) where it has been made payable It can, however, be discounted in Calcutta if accepted by Mysing Megraj, the drawees."

The other bankers (five in number) who were examined, and whose *hundi* transactions range from 6 to 50 laks a year, also share in the same opinion.

5. An adverse opinion has, however, been expressed by the bankers named in the margin, who think that the document, though worded like a *hundi*, is not a negotiable instrument, it being in their view a mere *Jumakhuruch* or a credit and debit account between two firms. To this opinion little value can, I think, be attached, seeing that these men admit they had never dealt with such instruments in their transactions. It is not also explained why a credit and debit account should contain, as the document in question does, an unconditional order for payment of a specified sum after a fixed term, and thus serve the purpose for which a hundi is used.

Johurmull, Agent of the firm of Tara Chand Ghosam Das. Ramratun, Hunsraj Sookdeo. Sookdeo, Srikissen Das Balkissen. Narain Das, Johurmull Gumbhermull. Srikissen Das, Soberam Khosal Chand.

Under these circumstances, it seems to me that the documents in question are, to all intents and purposes, *hundis*, and were intended to be used as such, the payee's name having evidently been omitted with the object of evading the payment of stamp duty. The opinion of the majority of the bankers examined in this office fully supports this view. These men will, if required, appear in the High Court on summonses being served.

7. The original documents, which have been received back from the Court of thePresidency Magistrate, are submitted herewith.

A.

Statement of Juggernath Guzarati, Manager of the firm of Ram Lall Budri Das, taken on 20th June 1890.

Does your firm carry on a large business in *hundis*?—Yes.

At what places?—Delhi, Agra, Meerut, and other principal stations in the North-Western Provinces.

What is the extent of your transactions in *hundis*?—15 to 20 lakhs a year.

(Documents marked B shown.) Have you ever dealt with a document like the one marked B. If so, how would you treat it?—Yes; I have treated such documents as *hundis*.

Is it a negotiable, instrument?—It is negotiable, but not at the place where it has been made payable. It is also negotiable at the place where it has been made payable when accepted by the drawers.

Will you carefully read the document and say to whom the amount mentioned in it is payable?—The name of the payee has not been mentioned. The holder of the document is entitled to receive the payment.

How does the omission of the name of the payee affect the character of the document?—It does not affect the character of the document as a *hundi*, as such documents are payable to the holders.

Who is the payer of this *hundi*?—Mysing Megraj are the payers.

If Mysing Megraj were to hold the document, would they be treated as payers?—Yes; they would be both payers and payees. They would debit the amount to the account of Bhoyrudan Golaicha and credit it to their own firm.

Would you accept a document like this if it were without a *hundi* stamp ? – No.

Is this document a "barati chitti ;" can it be treated as such ?—No. The wording of this document is not like that of a *barati chitti*.

What is a "barati chitti ?"—A *barati chitti* is a direction to pay money to a third person after taking a receipt. A *barati chitti* is not a negotiable document. This document is not a *barati chitti*.

JUGGERNATH GUZRATI, (in Nagri.)

Explained to him in Hindustani which he understood and acknowledged to be correct.

20*th June* 1890. PEARY CHURN DEY.
20*th June* 1890. D. G. BANERJEE.

Signed in my presence.

20*th June* 1890. K. M. MOOKERJEE.

B.

Statement of Johur Mull of the firm of Tara Chand Ghonsam Dass, taken on the 26th June 1890.

Does your firm carry on a large business in *hundis* ?—Yes.

At what places ?—Bombay, Delhi, Agra, &c.

What is the extent of your transactions in *hundis* ?—Fifty lakhs a year.

(Document marked B shown.) Have you ever dealt with a document like the one marked B. If so, how would you treat it ?—I have never dealt with a document like this, nor have I seen one like it.

What would you call this document ?—It is not a *hundi* nor a *chitta*, It is written like a *hundi*. It is used for the purpose of debit and credit between two parties. It is not negotiable.

(Document marked D shown.) How would you treat such a document ?—As a *hundi*. It is negotiable.

What is the difference between the two documents ?—In the document D there are the words *shahjog* which make it negotiable. These words are omitted in the document B, which makes it a *jama kharach*.

Would you accept the document B if it were not stamped ?—Yes.

Does it serve the purpose of a *hundi* ?—Yes ; but between two firms. It is not negotiable to a third party.

JOHUR MULL.

Explained and acknowledged to be correct.

Nagri signature.

26*th June* 1890. K. M. MUKERJEE.
26*th June* 1890. D. G. BANERJEE.

We all are of the same opinion.

HUNSRAJ SOOKDEO RAMRATUN.
SRIKISSEN DAS BALKISSEN SOOKDEO.
NARAIN DAS OF JOHUR GUMBHERMULL.
SOBERAM KHOSHAL CHAND SRIKISSEN DAS.

Nagri signatures.

C.

Statement of Nursing Das of the firm of Pursuttam Das, Nursing Das, taken on the 25th August 1890.

Does your firm carry on a large business in *hundis*?—Yes; pretty large.

At what places?—In Calcutta and Cawnpore.

What is the extent of your transactions in *hundis*?—Six to seven lakhs a year.

(Document marked B shown.) Have you ever dealt with a document like the one marked B. If so, how would you treat it?—Yes; I have treated such documents as *hundis*.

Is it a negotiable instrument?—It is negotiable and Mysing Megraj can negotiate it. It can be sold in any place provided Mysing Megraj endorse it on the back.

Will you carefully read the document and say to whom the amount mentioned in it is payable?—The name of the payee has not been mentioned, but the amount of the *hundi* is payable to the Serajgunge firm of Mysing Megraj by the Calcutta firm of Mysing Megraj.

How does the omission of the name of the payee affect the character of the document?—It does not affect the character of the document as *hundi*, as such *hundis* are payable to the holders.

Who is the payer of this *hundi*?—Mysing Megraj are the payers.

If Mysing Megraj were to hold the document, would they be treated as payers?—They would be treated both as payers and payees. The firm of Mysing Megraj of Calcutta would pay the amount due on the *hundi* to the Serajgunge firm of Mysing Megraj.

Would you accept a document like this if it were without a hundi stamp?—No.

Is this document a "barati chitti;" can it be treated as such?—No. "Barati chitti" is a different description of document.

What is a "barati chitti?"—*Barati chittis* are always payable on demand and are not negotiable. In this description of document the payer is directed to make payment after taking a receipt from the payee. This receipt is subsequently transmitted to the drawer when account is adjusted.

25th August 1890. NURSING CHAND DAS,
of Pooroosuttam Das Nursing Das.

Read and acknowledged to be correct.

25th August 1890. K. M. MUKERJEE, Deputy Collector.
25th August 1890. D. G. BANERJEE.

D.

Statement of Deoraj of Burtola Street, Chief Gomasta of the firm of Jumnadas Brumha Dutt, taken on the 25th August 1890.

Does your firm carry on a large business in *hundis*?—Yes.

At what places?—In Calcutta, Mirzapore, Cawnpore, and Agra.

What is the extent of your transactions in *hundis*?—Forty to fifty lakhs a year.

(Document marked B shown.) Have you ever dealt with a document like the one marked B. If so, how would you treat it?—No.

Is the document on the face of a negotiable document?—It can be discounted if Mysing Megraj stamp it, accept it, and endorse it over to another firm. Mysing Megraj can sell it if they stamp and endorse it. It is therefore a negotiable instrument.

Will you carefully read the document and say to whom the amount mentioned in it is payable?—The name of the payee has not been mentioned. The holder of the *hundi* for the time being is entitled to the money.

How does the omission of the name of the payee affect the character of the document as a *hundi*?—The omission of the name of the payee may affect the negotiability of the *hundi*, but the defect can be remedied by an endorsement either of Bhoyrudan Golaicha or Mysing Megraj, as "ap ca pas" may mean either of the two?

Who are the payers of the *hundi*?—Mysing Megraj are the payers?

If Mysing Megraj were to hold the *hundi*, would they be treated as payees?—They would be both payers and payees. They would debit the amount to the account of Bhoyrudan Golaichu and credit it to their own?

Would you accept a document like this, if it were without a stamp?—No.

Is it not a "barati chitti?"—No, it cannot be a "barati chitti" as it does not state the name of the person in whose favour the "barat" has been drawn. The insertion of the name of the *barat*-holder is essential in a "barati chitti?"

What is a "barati chitti?"—*Barati chitti* is payable always on demand, seldom otherwise than on demand. It is invariably mentioned in the "barati chitti" that the payer is to take a stamped receipt from the payee. The amount of a "barati chitti" is payable only to the person named in the "barat." The payee's receipt is subsequently sent to the person issuing the "barati chitti" for adjustment.

Whether one merchant or business man issues to another a "barati chitti" for a business transaction?—It is not customary to do so. A *hundi* is issued for the purpose of a business transaction.

Read and acknowledged to be correct.

25th April 1890. D. G. BANERJEE.

Explained by me in Hindustani.

PEARY CHURN DEY.

E.

Statements of Durga Persad of the firm of Bissen Dyal Hurdyal, and Kebul Chand of the firm of Anoop Chand Roop Chand, taken on the 15th November 1890.

Do your firms carry on a large business in *hundis*?—Yes.

At what places?—Bombay, Delhi, Cawnpore, Agra, Aligurh, and Calcutta.

What is the extent of your transactions in hundis?—About * a crore of rupees a year.

(Document marked B shown.) Have you ever dealt with a document like the one marked B. If so, how would you treat it?—We have never taken such a *hundi*, but it is unquestionably a *hundi*.

* Durga Persad, manager of the firm of Bissen Dyal Hurdyal.

Will you carefully read the document and say to whom the amount mentioned in it is payable?—The name of the payee has not been mentioned. The holder of the document is entitled to receive the payment.

How does the omission of the name of the payee affect the character of the document?—It does not affect the character of the document as a *hundi*, as such documents are payable to holders.

Who is the payer of this *hundi*?—Mysing Megraj are the payers.

If Mysing Megraj were to hold the document, would they be treated as payers?—Yes, they would be both payers and payees. They would debit the amount to the account of Bhoyrudan Golaicha and credit it to their own firm.

Would you accept a document like this if it were without a *hundi* stamp?—No.

Is it a negotiable instrument?—It is negotiable, but not at the place Calcutta, where it has been made payable. It can, however, be discounted in Calcutta if accepted by Mysing Megraj the drawees.

Is this document a "barati chitti;" can it be treated as such?—No.

What is a "barati chitti?"—"Barati chitti" is a direction to pay money to a third person after taking a separate receipt. A "barati chitti" is not a negotiable document. This document is not a "barati chitti."

DURGA PERSAUD.
KEBUL CHAND.
K. M. MUKERJEE.

Explained by me in Hindustani which they understood and acknowledged to be correct.

15th November 1890. PEARY CHURN DEY.

I, Hurkissen, chief gomashta of the firm of Multan Chand Nursing Das, am of the above opinion.

HURKISSEN.
K. M. MUKERJEE.

Explained by me. Read and acknowledged to be correct.

15th November 1890. PEARY CHURN DEY.

F.

A set of questions prepared in this office to be put to *mutatis mutandis* to the several bankers attending this office for an expression of opinion as to the nature of and the negotiability or otherwise of the document referred to in the judgment of the High Court dated the 14th April 1890:—

What is the extent of your transactions in *hundis*?

Have you ever dealt with a document like the one marked B. If so, how would you treat it?

Is it a negotiable instrument?

Will you carefully read the document and say to whom the amount mentioned in it is payable?

How does the omission of the name of the payee affect the character of the document?

Who is the payee of this *hundi*?

If Mysing Megraj were to hold the document would they be treated as payers?

Is this document a "barati chitti;" can it be treated as such?

What is a "barati chitti"?

D. G. BANERJEE,
Collector of Stamp Revenue.

Sree.

SREE GONESH JEE AID.

Received date 11th Assar, credited and debited on arrival in page 8.

o°o 74¼

This auspicious letter Sree 5 to Myah Sing Jee Meghraj Jee Kotharee of Calcutta, the seat of good luck, is written from Sree Serajgunge by Bhoyrudan Golaicha whose salutations accept. Further, one *chitti* is drawn on you for Rs. 750 (in letters seven hundred and fifty), the moiety whereof is rupees three hundred and seventy-five, full double of which has been deposited here by me (payable) 10 (in letters ten) days after the reaching of the *chitti* Sumbut 1939 *sal*, date 7th Assar.

Signature of Sewjeeram Kotharee.

(On the back.)

o°o 74½

Deliverable to the worshipful Sree five Myah Sing Jee Meghraj Jee Kotharee.

Sree.

A true translation of the annexed Nagree *hundi*, as read and explained by Luckmy Chund, not to be used in High Court. Dated 19th January 1889.

BANEY MADHUB MUKERJEE,
Interpreter and Translator, High Court.

1½

SREE GONESH JEE AID.

* *Sic.* Nukul (Book) page 60.*

o°o 74½

This auspicious letter Sree five to the worthy of all comparisons Myah Sing Jee Meghraj Jee Kotharee of Calcutta, the seat of good luck, is written from Serajgunge by Bhoyrudan Golaicha whose salutations accept. Further, one *chitti* is drawn on you for Rs. 2,500 (in letters two thousand and five hundred), the moiety whereof is twelve hundred and fifty, full double of which has been deposited here by me (payable) 10 (in letters ten) days after the reaching of the *chitti*. Sumbut 1939 *sal*, date 25th Assar.

Signature of Sewjeeram Kotharee.

(On the back.)

Debited and credited in Nukul (Book) page 10.

o°o 74½

Letters Sree five deliverable to Myah Sing Jee Meghraj Kotharee.

A true translation of the annexed Nagree *hundi*, as read and explained by Luckmy Chund, not to be use in High Court. Dated 19th January 1889.

BANEY MADHUB MUKERJEE,
Interpreter and Translator, High Court.

Sree.

SREE GONSE JEE AID.
Nakul (Book) page 17.

o°o 74½

This auspicious letter Sree five to Myah Sing Jee Meghraj Jee Kotharee of Calcutta, the seat of good luck, is written from Sree Serajgunge by Bhoyrudan Golaicha whose salutations accept. Further, one *chitti* is drawn on you for Rs. 3,150 (in letters three thousand one hundred and fifty), the moiety whereof is Rs. fifteen hundred and seventy-five, full double of which has been deposited here by me (payable) 10 days after arrival *shahjog* (to the responsible holder) in Company's rupees. Sumbut 1939 *sal*, date 7th * Assin.

* *Sic.*

Signature of Sewjeeram Kotharee.

(On the back.)

o°o 74½.

Chitti Sree five deliverable to Myah Singh Jee Meghraj Jee Kotharee.

A true translation of annexed Nagree, *hundi* as read and explained by Luckmy Chund, not to be use in High Court. Dated 19th January 1889.

BANEY MADHUB MUKERJEE,
Interpreter and Translator, High Court.

No. 392, 29th January 1891.

From G. H. R. HART, Esq., Offg. Assistant Secretary to the Government of India, Finance and Commerce Department, to the SECRETARY to the GOVERNMENT of the NORTH-WESTERN PROVINCES and OUDH.

With reference to paragraph 9 of the Resolution of the Government of the North-Western Provinces and Oudh No. 332—XIII-82 Sep. Revenue (Stamps) Department, dated the 29th December 1890, I am directed to say that the Government of India would be glad to receive a copy of the report referred to therein, regarding the use of *samachari chittis* in the place of *hundis*, and to enquire when the report may be expected.

No. 166—XIII-82, 8th June 1891.

From R. SMEATON, Esq., Secretary to the Government of the North-Western Provinces and Oudh, Financial Department, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

With reference to your letter No. 392, dated 29th January 1891, and subsequent reminders, I am directed to forward for the information of His Excellency the Governor Genereral in Council copy of a letter from the Board of Revenue, North-Western Provinces and Oudh, No. 336-N. V. S. 16, dated 21st May 1891, and of its enclosures, being the report on the use of "*samachari chittis*" in the place of *hundis* in these Provinces. I am also to enclose a copy of the orders (No. 165—XIII-82 of this day's date) passed thereon by this Government.

No. 336-N.—V.S. 16, 21st May 1891.

From the Secretary, Board of Revenue, North-Western Provinces and Oudh, to the SECRETARY to the GOVERNMENT, NORTH-WESTERN PROVINCES and OUDH, Financial Department.

I am directed to reply to the question raised in paragraph 9 of the Government Review on the Stamp Report for the year 1889-90 regarding the documents known as "samachari chittis" or letters of advice. The Board regret that their reply has been so long delayed, as they have only within the last few days received the report called for from the Commissioner of Stamps.

2. The matter was first brought to notice in the Commissioner's No. 28 C.S.—II-1, dated 19th June 1889. It was again noticed in paragraph 17 of his annual Report for 1889-90, * where he remarked: "It appears that the practice of notifying remittances by means of 'samachari chittis' prevails in many districts, and in some cases these so-called letters of advice are so drawn that they seem capable of being used to serve the double purpose of a letter of advice and also of a hundi."

* Forwarded with Board's No. 1035-N.—V.S.-38, dated 12th July 1889.

3. I am now to enclose copies of paragraphs 6 to 9 of Mr. Wall's No. 1095 S.—II, dated 30th April 1891, relating to this subject, with its enclosures, being correspondence with Messrs. Knox and Deas, and the two selected specimen transactions (A and B) of *samachari chittis* which formed the subject of that correspondence. In addition to these two specimens Mr. Wall forwarded others in original. These the Board have had translated with the object of ascertaining the kinds of document that pass under the name of "samachari chittis." The whole of these transactions are enclosed and numbered I to XVII, the two selected specimens being also marked A and B in addition to the Roman figure.

4. It seems to the Junior Member that all these documents may be classed under one of three denominations—

(1) Letters of advice, pure and simple, which are not liable to stamp duty under any provision of Act I of 1879.

(2) Letters of credit, which are liable to a stamp duty of one anna under Act I of 1879, Schedule I, No. 41, irrespective of amount.

(3) Hundis or bills of exchange liable to a variable duty under Act I of 1879, Schedule I, No. II.

Between the last two classes and the first the distinction is plainly marked, but it is less clearly so between classes (2) and (3).

5. All the specimens which will presently be placed under those two classes undoubtedly come within the definition of a "letter of credit" (Act I of 1879, Schedule I, No. 41), and the only question is whether they, or some of them, can also be held to be *hundis* or bills of exchange. In Act I of 1879 there is no full definition of "bill of exchange," but section 5, Act XXVI of 1881, defines "bill of exchange," as "an instrument in writing containing an unconditional order, signed by the maker, directing a certain person to pay a certain sum of money only to, or to the order of, a certain person or to the bearer of the instrument." The late Legal Remembrancer (Mr. Knox) considered that, though the above definition was wide enough to include a letter of credit, still that, as Act I of 1879 specially provided for letters of credits they must be specially treated as provided in that Act. Moreover, he held that, unless the documents (A and B) were intended to come into the possession of the payee, they would not be liable to stamp duty (see his No. 2628—F.-11, dated 20th September 1890, copy enclosed). His successor, Mr. Deas, however, appears to have accepted Mr. Wall's view that the specimens where not purely letters of advice, are liable to stamp duty as bills of exchange. The main distinction between a letter of credit and a *hundi* appears to the board to be in the fact of the sum specified to be paid being indefinite (letter of credit) or definite (*hundi*).

6. On these principles the specimens enclosed may be classified as follows :—

The following appear to be purely letters of advice referring to *hundis* separately issued, and are liable to no duty whatever. It is of course possible that no separate *hundi* was issued, and that by a collusive arrangement it was agreed between the correspondents that the letter of advice should be used as a *hundi*, no separate *hundi*

being in reality granted. This, however, does not appear on the face of the documents. The specimens above referred to are Nos. IX, XI, XII, XIII, XIV, XV, and XVI.

7. The following appear to be clearly *hundis*, and, as such, liable to stamp duty as bills of exchange—Nos. I, III, IV, VI, VII, VIII (as regards the sum of Rs. 200 only), X, XVII. Where payable on demand, as in the majority of instances and for sums exceeding Rs. 20, they would be liable to a duty of one anna only; otherwise to a duty according to amount (Act I of 1879, Schedule I, No. 11). As a matter of fact, all the specimens under this class, except No. IV, are for money payable on demand, and therefore liable only to the duty of one anna, irrespective of amount, the same as a letter of credit.

8. The following specimens appear to be letters of credit liable to a duty of one anna only (Act I of 1879, Schedule I, No. 41),—Nos. II and V.

9. Primarily, then, a "samachari chitti" would appear, as the term implies, to be a mere letter of advice. For example, specimen IX states that certain specified *hundis* have been drawn on the addressees, and they are to be cashed on presentation. The rest of the letters is mere business correspondence. Specimen XII is Mr. Wall's specimen A, and merely states that a certain *hundi* (liable to duty as not payable on demand) has been drawn, and should be paid. In so far as such letters of advice relate to separate documents of remittance that have been properly stamped, they do not require a stamp, and are legal on plain paper. This, as already remarked, would not be so were the letters of advice intended, under a fraudulent understanding among confederates, to evade the use of properly stamped documents of remittance.

10. But apparently under the name of "samachari chittis" unstamped, or insufficiently stamped, letters of credit and bills of exchange are made use of. The Commissioner of Stamps has given no information whatever as to the prevalence of the use of such illegal documents, nor has he given any opinion as to whether any measures are possible to check their use.

11. The Board propose, with reference to the correspondence which has passed, to direct the Commissioner to issue a circular calling the attention of Collectors to the facts which have been elicited as to the different classes of documents styled "samachari chittis," and instructing them to give as much publicity as possible to the fact that certain of the classes are liable to stamp duty, and their execution (without stamp) renders the writers liable to penalty and prosecution. Collectors and officers in charge of stamps should also keep the matter under consideration and bring to notice in their annual reports such information as they may have been able to obtain as to the use of such illegal documents.

12. The correspondence between Messrs. Wall, Knox, and Deas has already been partially discussed in paragraph 5 above, and it is only necessary here to add that the Junior Member is inclined to agree with Mr. Wall and Mr. Deas that documents such as specimen B (VI) are bills of exchange, whether or not they ever pass into the hands of

the payee. It is only where owing to an indefinite sum being named the document becomes a letter of credit that it is liable to special treatment as such.

The only case in which it may be doubtful whether stamp duty is leviable on classes (2) and (3) of paragraph 4 is where the writer and the addressee are members of the same firm carrying on parts of the *same* business at different places. For instance, the Uncovenanted Service Bank at Allahabad might have directed its *branch* at Naini Tal to give credit to a constituent proceeding to Naini Tal who had paid in money to the Bank at Allahabad. In this case it may perhaps be argued that the letter of credit is not liable to stamp duty. When, however, the Allahabad Bank receives money in Allahabad and directs its correspondent, the Rohilkhand and Kumaun Bank at Naini Tal, to give credit to the constituent at Naini Tal, the latter would clealy be liable to stamp duty of one anna. The Junior Member, however, sees no necessity for further advice or for a reference to the High Court.

13. In conclusion, I am to point out that as the illegal documents now produced appear to have been obtained under promise that no law proceedings will be taken, nothing more seems possible than to warn those who were parties to them that they were illegal.

Extract, paragraphs 6 to 9, of a letter No. 1095-S.—II, dated 30th April 1891, from the Commissioner of Stamps, North-Western Provinces and Oudh, to the Secretary to the Board of Revenue, North-Western Provinces and Oudh.

PARA. 6.—With reference to paragraph 9 of the Government Review I beg most respectfully to state that, before the Stamp Administration Report in question was written, I had collected much information on the subject of *Samachari chittis*. In June 1889, I requested District Officers in both Provinces to make close enquiries into the matter, and, if possible, to obtain specimens of these documents, but there was some difficulty and delay in collecting specimens of *samachari* and *sifarishi chittis*, because the holders of these documents were afraid that they might get into trouble if they admitted that they had dealings in such instruments.

7. As soon as I obtained a sufficient number of specimens, I sent them to the late Legal Remembrancer and requested him to favour me with his opinion as to the precise nature of these documents. I subsequently made a further reference to the present Legal Remembrancer. I enclose copies of their replies.

No. 2628, dated 20th September 1890, from Commissioner of Stamps.
Honourable Mr. Knox's No. 5195—1377-F., dated 23rd September 1890.
Honourable Mr. Dea's No. 2531, dated 24th April 1891.

8. It will be seen that there is a difference of opinion between the Honourable Messrs. Knox and Deas. The Honourable Mr. Deas was at first of opinion that the mere execution of an unstamped bill of exchange was not a contravention of section 61, Act I of 1879, whereas in his second letter (No. 2531, dated 24th April 1891), he agrees with* me that the simple execution of such an instrument amounts to an offence against the Stamp Act.

* See paragraph 7 of my Stamp Report for year ending 31st March 1890.

9. Under these circumstances I would suggest that the opinion of the Advocate General, Calcutta, may be obtained, or that a reference may be made to the High Court under section 45, Act I of 1879. Some of the specimens of *samachari* and *sefarishi chittis* were obtained on the understanding that law proceedings would not be taken against the holders, and therefore no prosecutions can be instituted upon these documents.

No. 5195—1377-F., 23rd September 1890.

From G. E. KNOX, Esq., Legal Remembrancer to Government, North-Western Provinces and Oudh, to the COMMISSIONER of STAMPS, North-Western Provinces and Oudh.

Your No. 2628—F.II., dated 20th September.

With reference to the above, I have the honor to reply that, as at present advised, I am of opinion that the documents which accompanied your letter under reply *do* fall within the definition of bills of exchange as contained in section 1, Act XXVI of 1881, and that any attempt to use them as such would render the persons drawing the letters and the "holders" liable to penalty for infraction of the Stamp law. On the other hand, if they are merely used as letters of advice and are never intended to come into the possession of the person who is to receive the money, I am of opinion that they would not be liable to stamp duty. Thus the letter marked B, if never given or intended to be given to Mithu Lal, but intended to be merely a letter passing between Ramji Mull and Jamna Das, would not be liable to stamp duty.

I agree with you that the definition of bill of exchange is wide enough to include a letter of credit, but the Stamp Act contains an *express* provision as to the stamp to be paid on letters of credit. A letter of credit stamped in accordance with Article 41 of Act I of 1879 is good and valid. The distinction I have drawn above in the first paragraph of my letter would explain why letters from a merchant to his branch agent or chief house do not require a stamp, so long as they are intended to be letters of advice and nothing more.

No. 2628—II-16, 20th September 1890.

From R. WALL, Esq., Commissioner of Stamps, North-Western Provinces and Oudh, to the LEGAL REMEMBRANCER to GOVERNMENT, North-Western Provinces and Oudh.

I have the honour to forward herewith specimens of the documents commonly known as "samachari chittis," and to request the favour of your opinion as to whether these documents fall under the definition of "bills of exchange," and are liable to stamp duty under Article 11, Schedule I, Act I of 1879.

2. I would at the same time refer you to the definition of a "bill of exchange" in section 5, Act XXVI of 1881, the Negotiable Instruments Act, and "letter of credit" in Article 41, Act I of 1879.

3. It appears to me that the words of the definition of bill of exchange in the more recent Act are wide enough to include a letter of credit; if so, a question might arise whether a letter of credit should be stamped according to Article 41, or according to Article 11, Schedule I, Act I of 1879.

4. Again, supposing a merchant writes to his branch agent or chief house directing him to pay money to a specified person, does not this letter come within the definition of bill of exchange, and is not ordinarily a letter chargeable with stamp duty even though it may be written in the ordinary course of commercial business correspondence?

5. So far as I know, such letters are not chargeable in England, for otherwise the charges of Indian Agents, &c., would include large items of a stamp duty; but, on the other hand, section 48 of the English Stamp Act of 1870 (on which the Indian Stamp Act of 1879 is based) apparently includes such letters in the term bill of exchange.

No. 2531—1377-F., 24th April 1891.

From the LEGAL REMEMBRANCER to GOVERNMENT, North-Western Provinces and Oudh, to the COMMISSIONER of STAMPS, North-Western Provinces and Oudh.

With reference to the question whether "samachari chittis" should be stamped or not, and in modification of my previous letter on the subject, I have the honour to state that, after considering the replies to your circular memorandum No. 5 of 1889 and the various specimens of "samachari chittis" supplied by Collectors and Deputy Commissioners, I have arrived at the conclusion, in default of any evidence of local usage affecting these instruments (section 1, Act XXVI, 1881), that those of the "*samachari chittis*," which are not letters of advice sent by a banker to a correspondent informing him that a *hundi* has been drawn on him, but which are *independent authorities* given by a banker to his correspondent to pay a certain sum of money to a specified third person, are in form bills of exchange within the definition of section 5 of Act XXVI of 1881, and, as such, should be stamped before the instrument leaves the hands of the drawer. It may be noted, however, that these "samachari chittis" or independent orders to a certain person to pay a certain sum of money to a *specified person* are not negotiable instruments within the meaning of section 13.

No. 165—XIII-82, 8th June 1891.

From the SECRETARY to the GOVERNMENT, N.-W. Provinces and Oudh, Financial Deparment, to the SECRETARY, BOARD of REVENUE, North-Western Provinces and Oudh.

With reference to your letter No. 336 N.—V. S. 16, dated 21st May 1891, reporting on the use of "*samachari chittis*" in the place of *hundis* in these Provinces, I am directed to say that the Lieutenant-Governor and Chief Commissioner accepts the proposal made by the Board in paragraph 11 of their letter, as to the action to be taken in the matter, and sanctions the issue of the circular proposed therein.

2. His Honour also agrees to the suggestion made in paragraph 13 that the parties who used "*samachari chittis*" should be warned of their being illegal.

3. I am to add that the subject is one that must not be lost sight of.

No. 173, 11th June 1891.

From R. SMEATON, Esq., Secretary to Government, North-Western Provinces and Oudh, Financial Department, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

In continuation of my letter No. 166, dated 8th June 1891, I am directed to forward, for the information of His Excellency the Governor General in Council, copy of a letter No. 565 N.—V.S. 16, dated 6th June 1891, from the Board of Revenue, North-Western Provinces and Oudh, containing further information regarding the use of "*samachari chittis*" in these Provinces.

No. 565 N.—V.S. 16, dated 6th June 1891.

From the SECRETARY, BOARD of REVENUE, North-Western Provinces and Oudh, to the SECRETARY to GOVERNMENT, North-Western Provinces and Oudh, Financial Department.

In continuation of this office No. 336 N.—V.S. 16, dated 21st May 1891, I am directed to say that the Commissioner of Stamps reports that, with the exception of the six districts marginally noted, the use of either *samachari* or *sifarishi chittis*, or both, is more or less prevalent in every district of the North-Western Provinces and Oudh. He explains that *sifarishi chittis* do not differ materially (so far as concerns chargeability with stamp duty) from *samachari chittis* which are sometimes called "zikeri chittis" and "jawabi chittis." The specimens which were forwarded with the Board's letter were all of *samachari chittis*.

Muttra.	Bara Banki.
Ghazipur.	Rae Bareli.
Unao.	Sultanpur.

BOMBAY CHAMBER OF COMMERCE, *2nd January* 1892.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 8035 of the 24th November 1891, with its accompaniments, upon which you solicit the views of the Chamber.

2. In reply, I am directed to say that the Committee of the Chamber would favor the definition of a bill of exchange as given in the English Stamp Act, but should that

not be wide enough to cover "barati chittis," or similar documents, the following clause has been suggested:—

> "Bill of Exchange includes a Hundi; and Hundi includes a chitti for the transfer or payment of money, and for the purposes of this Act the three terms are identical."—I have, &c.,
>
> JOHN MARSHALL, Secretary.

No. 3053 OF 1891.

BOMBAY, GENERAL STAMP OFFICE, 14*th December* 1891.

To JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—A practice prevails in Calcutta whereby Marwari firms remit money and carry on transactions in which money passes from hand to hand by means of instruments known as *barati chittis* from which the names of the payees are intentionally omitted in order to evade the payment of stamp duty. These instruments practically serve the purposes of hundis or bills of exchange and are known to be freely negotiated, but in the absence of the name of the payee and of sufficient evidence to prove that they are negotiable instruments it cannot be ruled under the terms of the Act that they are Hundis or Bills of Exchange.

2. A prosecution was instituted against certain native merchants in Calcutta but the Magistrate dismissed the case for want of sufficient evidence to prove that the instruments were hundis or bills of exchange or promissory notes and not merely letters of advice as was contended on behalf of the persons charged. The Magistrate's decision was confirmed by the High Court which expressed a similar opinion.

3. In view of the considerable loss of revenue which such a deliberate evasion of stamp duty entails it has been proposed to the Government of India that the Indian Stamp Act No. I of 1879 should be amended so as to bring within its scope all the instruments of the nature above referred to by introducing therein a definition of the term "bill of exchange." The following three definitions have been suggested :—

(1) The term "bill of exchange" for the purposes of this Act includes also draft, order, cheque and letter of credit, and any document of writing (except a bank note) entitling or purporting to entitle any person, whether named therein or not, to payment by any other person of, or to draw upon any other person for, any sum of money therein mentioned.

(2) For the purposes of this Act the term "bill of exchange" shall be construed to include every promise or order for the payment of money which is by law or by the custom of merchants or bankers a negotiable instrument.

(3) A bill of exchange includes every negotiable instrument for the payment of money otherwise than on demand.

4. In communicating the above I have the honor, under the instructions of Government, to request the favor of your opinion on the definitions suggested or, if you prefer it, I shall be glad to receive any fresh definition which you may consider more suitable.—I have, &c.,

J. M. CAMPBELL, Superintendent of Stamps.

BOMBAY CHAMBER OF COMMERCE, *2nd January* 1892.

J. M. CAMPBELL, Esq., C.S., C.I.E., Superintendent of Stamps, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 3053 of the 14th ultimo, and to say, in reply, that the matter has already come before the Chamber under a communication from Government, and I have to wait upon you with a copy of the answer sent to Government.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX P.

STAMPING OF PROMISSORY NOTES ON HUNDI PAPER.

MADRAS CHAMBER OF COMMERCE, 11*th April* 1891.

The CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have the honor to enclose herewith copy of a letter which this Chamber has addressed to the Government of India, regarding the stamping of promissory notes written on Hundi paper.

This Chamber considers the matter of great importance to the mercantile community, and trusts that your Chamber will support its representation.—I remain, &c.,

S. R. TURNBULL, Chairman.

MADRAS CHAMBER OF COMMERCE, 10*th April* 1891.

From S. R. TURNBULL, Esq., Chairman, Chamber of Commerce, Madras, to the SECRETARY, the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—This Chamber's attention has recently been directed to the subject of the stamping of promissory notes written on Hundi paper and to the wording of the Rules relating thereto, and it desires to make the following representation to the Government.

In a Notification of the Government of India, dated the 1st December, and published in the *Gazette of India* on the 19th December 1882, it is stated that, in exercise of the powers conferred by Section 9 of the Stamp Act "the Governor-General in Council is pleased to make the following amendment in the rules published under Notification No. 1288, dated 3rd March 1882, viz., (*a*) after Rule 6, the following Rule shall be inserted :—

6. (A.) Promissory Notes drawn or made in British India and chargeable with the duty of annas 6, 10 or 12 shall be written on impressed sheets of these values bearing the word 'Hundi,'" &c.

With reference to this Notification the Chamber wishes to lay the following facts before the Government. On the 10th July, Mr. Burkitt, the Judicial Commissioner of Oudh, delivered judgment in a suit which was brought upon a promissory note, chargeable with a duty of Rs. 3, written on an impressed Hundi stamp. The Court of First Instance, considering that the instrument was not "duly stamped," impounded it; the Appellate Court reversed the Lower Court's finding; and the Judicial Commissioner held that as the

promissory note was not written upon the "impressed sheet" prescribed by the Rules contained in the Notification it was not "duly stamped."

On the 29th October, 1890, a reference was made to the High Court of the North-West Provinces, under Section 617 of the C. P. Code, by the Judge of the Court of Small Causes at Allahabad, and a decision of the following question requested:—"Is a promissory note not chargeable with a duty of 6, 10, or 12 annas written on an impressed sheet bearing the word 'Hundi' duly stamped within the meaning of the Stamp Act (1 of 1879) and admissible in evidence?" The Judges were unanimously of opinion that the promissory note in question was written on duly stamped impressed paper of the requisite amount, and that the promissory note, so far as it depended on the stamp, was admissible.

Finally, on the 20th October last, in the High Court of Madras, Mr. Justice Best, in a case of a somewhat similar nature to those cited above, held that a promissory note *must* be written on an impressed sheet, and that though promissory notes chargeable with a duty of 6, 10, or 12 annas *must* be written on Hundi paper, there is no prohibition against other promissory notes also being so written, as the Hundi papers are also impressed sheets.

It will thus be seen that the High Courts of Madras and the North-West Provinces held the same opinion as regards the stamping of these documents, while the Judicial Commissioner of Oudh held an exactly contrary opinion. This, the Chamber thinks, will be sufficient indication of the complexity of the wording of the Rules relating to the stamping of promissory notes chargeable with a duty of 6, 10 and 12 annas, and it submits that, considering the diversity of opinion that seems to exist as to the right interpretation of the Rules, they are very likely to lead to litigation. The mercantile community, while fully wishing to comply with the regulations of the Act, is thus liable to have its contracts upset in a Court of Law on some technicalground, a contingency which is a very serious one. Other clauses of the Act are also, the Chamber thinks, so worded as to be a fruitful source of litigation. It is not, however, the intention of the Chamber to enter into details in this connection; but it trusts that the Government of India will give its favourable consideration to the plea that the Rules under the Stamp Act may be so amended as to legalise all documents that bear the correct stamp duty, no matter whether such duty has been paid for impressed, adhesive or any other description of stamp, for if the stamp value is correct, it seems to the Chamber that it matters little to Government what description of paper is used. The law might be simplified by having one scale of stamp duty on all Inland bills, promissory notes and Hundis, at any usance, except on demand, no restriction being made as to size of paper or the word "Hundi" appearing, which might affect the legality of the document.

If the Government considers it necessary that the rules of the Act should be amended, the Chamber respectfully begs to suggest that the opinion of bankers and merchants who have an intimate knowledge of the necessary amendments may be obtained, for thereby alone will the necessity of the case be met.—I have, &c.,

S. R. TURNBULL, Chairman.

BOMBAY CHAMBER OF COMMERCE, 6*th May* 1891.

The SECRETARY, CHAMBER of COMMERCE, Madras.

DEAR SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter of the 11th ultimo covering copy of a representation made by your Chamber to the Government of India regarding the rules under the Stamp Act for the stamping of promissory notes.

My Committee agreeing generally with the views to which your communication gives expression have addressed the Government of India supporting same, and I have now to wait upon you with a copy of this Chamber's letter to Government on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 6*th May* 1891.

The SECRETARY to GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—This Chamber having been favored by the Madras Chamber of Commerce with a copy of a representation made by that body to the Government of India under date of 10th April 1891, respecting the desirability of amending the rules under the Stamp Act regarding the stamping of promissory notes, I am directed by the Committee to address you in support of the views put forward by the Madras Chamber.

2. The Committee of this Chamber are fully in accord with the Madras Chamber that the existing rules are so conflicting and complex as to call for revision, and they would further submit that no good object is served by insisting on promissory notes or Hundis being written on the particular size of paper now in use which entails serious expense for postage on merchants, banks and others negotiating these instruments. My Committee are of opinion that so long as an impressed stamp of the requisite value is used, the size and quality of the paper should be left to the discretion of the drawer in the same way as foreign bills of exchange.

3. I am also directed to suggest for the consideration of Government the possibility of allowing the one anna

postage stamp being used for all purposes of inland revenue in the same manner as the penny stamp is available for use in England. This would be a decided convenience to the public, and the Committee of the Chamber would be glad to learn that the suggestion is practicable.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2321.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, *2nd June* 1891.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—In reply to your letter, dated the 6th May 1891, addressed to the Government of India in the Legislative Department, on the subject of the amendment of the rules under the Stamp Act of 1879, I am directed to enclose copy of a letter which has been addressed this day to the Madras Chamber of Commerce in reply to a similar communication received from that Chamber. The letter of which a copy is forwarded deals with the suggestions made by the Bombay Chamber of Commerce, with the exception of the suggestion for the employment of the one-anna postage stamp for purposes of inland revenue. This proposal was fully and carefully considered by the Government of India in 1883 (when the Chamber* and other public bodies were consulted.) It was then decided that a necessary accompaniment of the use of the same stamp for revenue and postal purposes would be the prohibition of the defacement by the sender of a letter of the stamp when used for postal purposes, and that that prohibition would give rise to greater inconvenience to the public than the continuance of the existing system of having separate stamps for revenue and postal purposes.—I have, &c.,

* Letter from the Bombay Chamber of Commerce to the Government of Bombay dated 1st September 1883.

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 2320.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, *2nd June* 1891.

To the CHAIRMAN, MADRAS CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 10th April 1891, addressed to the Legislative Department, in which you refer to the recent decisions of the High Courts of Madras and the North-Western Provinces and of the Judicial Commissioner of Oudh, that promissory notes written on Hundi paper are "duly stamped" within the meaning of the law, and suggest that the rules, under the Stamp Act, 1879, may be so amended as to legalise all documents

bearing the correct stamp duty, whether the duty has been paid by means of impressed, adhesive, or any other description of stamps.

2. You also suggest that the law may be simplified by prescribing one scale of duty for all inland bills, promissory notes and Hundis, other than those payable on demand, no restriction being made as to the size and description of the paper on which they are written.

3. I am to state that the question of the amendment of the rules under the Stamp Act has been under consideration since the judicial decisions to which you refer were given, and that the rules as finally approved were published in the Gazette of India of the 23rd May 1891, under notification No. 2170.

4. The rules as now revised will, it is hoped, meet the requirements of the case.

5. I am to add that the Government of India does not consider that a change in the law such as the Chamber proposes would be expedient, and that it is necessary, for the reasons given in the Report of the Stamp Committee appointed by the Government of India in 1876, quoted in the margin,* that hundi stamps should be impressed on paper which is large enough for reasonable requirements, but not so large as to facilitate fraud.—I have, &c.,

J. E. O'CONOR,

Assistant Secretary to the Government of India.

* "The Committee have been informed that the same hundi paper is sometimes used for two or more transactions by either joining plain paper to the hundi stamped paper, and writing on the former only, thus leaving the latter clear for future use, or by writing on the lower portion only of the stamped paper cutting off the inscribed portion after the first transaction is completed and using the remainder in future transactions."

APPENDIX Q.

FEES FOR SURVEYS, &c., UNDER THE INDIAN STEAM SHIPS ACT.

No. 149 OF 1891.

MARINE DEPARTMENT,
BOMBAY CASTLE, *5th June* 1891.

From the SECRETARY to GOVERNMENT to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward the accompanying copy of a Resolution by the Government of India, Finance and Commerce Department, No. 2061, dated 16th May 1891, and of the Report of the Committee appointed to consider the suitability of the fees levied for surveys under Acts VI. and VII. of 1884, and to request that you will have the goodness to favor Government with the views of the Chamber on the various suggestions made by the Committee.—I have, &c.,

B. H. POTTINGER, Lieutenant-General,
Secretary to Government.

No. 2061.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Commerce and Trade.
Merchant Shipping.

RESOLUTION.

SIMLA, 16*th May* 1891.

READ—

Report of the Committee appointed in accordance with the terms of the Resolution of the Government of India, in the Finance and Commerce Department, No. 5731, dated the 10th December 1890, to consider (1) the suitability of the fees levied in Bengal for surveys under the Inland Steam-vessels Act, VI. of 1884, and the Indian Steam-ships Act, VII. of 1884, and (2) the expediency of introducing a uniform scale of fees for such surveys at all places in India.

RESOLUTION.—The recommendations of the Committee as stated in their report should now be referred for consideration to each Local Government concerned, and a full report should be made to the Government of India, after reference to, and consultation with, the

Chambers of Commerce and steamer-owners, whose opinions should be transmitted to the Government of India with the reports from the Local Governments.

2. The points to which special attention should be directed are—

(1) whether there is any necessity for assimilating the scale of fees for survey of inland steamers to those charged for the survey of seagoing steamers ;

(2) whether the scale of fees for surveys proposed by the Committee differs greatly from the fees now charged, and whether, having in view the cost of surveys, it is expedient to raise the scale, and, if so, to what extent ;

(3) whether surveyors are now, or may hereafter be, required at the ports for which they are recommended ;

(4) whether it is expedient to employ full-time and pensionable surveyors at all the ports mentioned ;

(5) whether the service of surveyors should be graded, and the surveyors be liable to transfer from one province to another.

3. In connection with the second of these points a statement should be drawn up by each Local Government exhibiting the difference between present rates and those proposed, and a statement showing for each of the last five years the receipts and expenditure on account of surveys.

4. In connection with the third point it should be considered,—

(*a*) by the Government of Bengal, whether a surveyor will be necessary in the future at the port of Chittagong, as proposed, considering the facts that it is so close to Calcutta where there are two surveyors, and that the Committee has expressed the opinion that one surveyor is sufficient for all the ports in Burma ;

(*b*) by the Government of Bombay, whether a surveyor is required at Karachi and at Aden, and, if so, what classes of vessels would call for survey at those ports which could not equally well be surveyed at Bombay, and what number of vessels annually would probably require survey at the two ports which could not conveniently be effected in Bombay.

5. The Government of Bombay should also consider the proposal to transfer the administration of the Native Passenger Ships Act from the Salt Department in Bombay to the Port Officers. This proposal was made in the report of the Native Passenger Ships Commission, and it will conveniently be dealt with in connection with that report.

6. Lastly, the Governor General in Council desires to draw attention to the letter from this Department, No. $\frac{1891}{1893}$, dated the 6th May 1891, which directed that in future surveys should be limited to vessels carrying for hire more than twelve passengers. This limitation will no doubt materially reduce the number of surveys to be made.

ORDER.—Ordered, that copy of the foregoing Resolution and of the Report (with its enclosures) be forwarded to the Governments of Madras, Bombay and Bengal, and the Chief Commissioner of Burma.

J. E. O'CONOR,
Assistant Secretary to the Government of India.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Enclosure to Resolution No. 2061 of 1891.

REPORT OF THE COMMITTEE ON MARINE SURVEYS.

To the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department,—Calcutta, 28th February 1891.

SIR,—We, the undersigned Members of the Committee appointed to consider the suitability of the fees levied for surveys under the Indian Steam-ships Act, 1884, and the Inland Steam-vessels Act, 1884, and the expediency of introducing an uniform scale of fees for such surveys at all places in India, have now the honour to submit our report for the consideration of His Excellency the Governor General in Council.

2. At the commencement of our inquiries we found that it would be impossible to arrive at a just conclusion on the subject of the fees levied under the Steamer Survey Acts without taking into consideration the other services performed by the surveyors who are entertained to survey steamers, and the fees levied in respect thereof. Our enquiries have therefore extended somewhat beyond the exact limits of the reference made to us, but we deem it our duty to submit a full report of the conclusions we have arrived at for the consideration of the Government.

3. The duties for which engineer and shipwright surveyors are required in India may be classed as follows :—

1. Surveys of sea-going steam-ships under the Indian Steam-ships Act, 1884.
2. Surveys of inland steam-vessels under the Inland Steam vessels Act, 1884.
3. Surveys for tonnage under the English and Indian Merchant Shipping Acts.
4. Surveys for load line and marking.
5. Surveys of vessels under the Indian Emigration Act, 1883.
6. Surveys and measurement of passenger space under the Native Passenger Ships Act, 1887.
7. Surveys of vessels alleged to be unseaworthy.
8. Surveys of crew spaces.
9. Inspection of lights and fog signals.

10. Miscellaneous duties, *e.g.*, conducting examinations, examining tracing of boilers, surveys in dock of the bottoms of ships, in order that they may be able to obtain certificates elsewhere.

We desire to bring to notice the important and responsible nature of the duties named above, and the necessity of so arranging that they shall be performed only by officers regarding whose independence and qualifications there can be no doubt.

4. The arrangements now in force for the performance of these duties are not in all respects suitable.

5. The Government of Madras has not at its disposal any officers qualified to perform the more important of the duties enumerated.

This want has not heretofore given rise to any serious inconvenience, and therefore we do not recommend that a surveyor should be appointed until circumstances render such an appointment actually necessary.

6. At Bombay two surveyors are employed, but the Government of Bombay has no properly qualified surveyor at the important ports of Aden and Karachi. The arrangement at Bombay is of a somewhat special character. One of the surveyors is qualified as a shipwright surveyor only, and the other as an engineer-surveyor. The shipwright-surveyor is a Government pensioner, and his salary is lower than that of the engineer-surveyor. The arrangement is inconvenient in so far that, if one of the surveyors is temporarily unable to carry on his duties, the other is unable to take them up, and assistance has to be sought from outside. We would not propose that any alteration should be made in this respect which would be detrimental to the interests of the existing incumbents, but we consider that as vacancies occur they should be filled by officers qualified both as engineeer and shipwright-surveyors, and that two officers so qualified are required at the port of Bombay.

7. The engineer-surveyor at Bombay conducts the examination of candidates for certificates of competency as engineers in the mercantile marine, and receives fees in respect thereof. We are of opinion that these fees should be credited to the Government, the surveyor being compensated for the loss of them by a suitable addition to his salary.

8. We are of opinion that there should be a qualified engineer and shipwright surveyor stationed at the ports of Karachi and Aden. It may be that in the past the applications for surveys at those ports have not been numerous; hut having regard to their importance we think that the authorities responsible for the administration of the laws relating to merchant shipping should not be left without the assistance of an officer qualified to advise on the technical questions which frequently arise out of those laws.

9. We are informed that in the Bombay Presidency the administration of the Native Passenger Ships Act rests with the Salt Department. We are of opinion that it should be transferred to the Port officers and the Government surveyors, thus bringing the procedure in the Bombay Presidency into harmony with that in force in Bengal.

10. At Calcutta there is a sanctioned establishment of two doubly qualified surveyors. We are of opinion that this meets the wants of the port.

11. At Calcutta examinations of engineers for certificates of competency are conducted by a separate Committee, which during the year 1889-90 was paid a sum of Rs. 960 by way of fees. The examinations are held twice a quarter, and complaints have been received from time to time of the inconvenience suffered by intending candidates from the length of the intervals between each examination. Under existing arrangements the fees received from candidates do not always cover the cost of conducting the examinations, and to shorten the intervals, the length of which is complained of, would result in a larger deficit. We are of opinion that these examinations should be conducted by the Government surveyors as a part of their ordinary duties, and that they should be held twice a month, or even at shorter intervals should

occasion arise. Mr. Bushby, the principal surveyor at Calcutta, has informed us that he would not regard the additional duty of conducting these examinations as a reason for demanding an increase in his emoluments. He has also stated that these examinations are looked on in the United Kingdom as a part of the ordinary duties of the engineer-surveyors stationed at the various ports, and that the surveyors receive no separate emoluments in respect of them.

12. The fees paid by candidates for these examinations should be credited both at Bombay and Calcutta to the same fund as the fees payable for surveys.

13. There are no Government surveyors of sea-going vessels at other ports in Bengal. When Chittagong becomes the terminus of a line of railway, the resulting increase in the shipping will, we believe, necessitate the appointment of a qualified surveyor at that port, and we therefore provide for one in the scheme proposed in this report.

14. Surveys of inland steam-vessels are made at several places in Bengal by officers generally belonging to the Public Works Department, who are allowed to retain the fees payable in respect thereof. Whenever possible, these surveys should, in our opinion, be made by the salaried surveyors stationed at Calcutta. Where this is not possible, the existing arrangements are the best that can be made.

15. In Assam surveys of inland steam-vessels are made under rules which are identical with those in force in Bengal.

16. In Burma surveys of sea-going vessels and of inland steam-vessels are made at Rangoon, Moulmein, Bassein, and Akyab. Surveys of inland steam-vessels are also made at Mandalay. No salaried surveyors are entertained, and the surveyors receive as their remuneration the fees payable in respect of the surveys. We are of opinion that this arrangement is open to objection, more especially in the case of sea-going vessels, and that there should be at Rangoon a fully qualified salaried engineer and shipwright surveyor, who should be able to undertake all the work connected with the survey of sea-going vessels at the Burmese ports and a large proportion of the work connected with the surveying of inland steam-vessels. Our proposal has the support of the Rangoon Chamber of Commerce, and we find that the fees levied at Rangoon, which average over Rs. 8,000 a year, would be sufficient to cover the expense involved in the entertainment of a salaried surveyor. We would suggest that the engineer-surveyor who is now paid by fees should be invited to qualify as a shipwright-surveyor and accept the salaried appointment.

17. The examinations of candidates for certificates of competency as engineers and engine-drivers should be conducted by the salaried surveyor as a part of his ordinary duty at Rangoon and all other ports at which a Government surveyor may be stationed in the future.

18. We have now indicated what, in our opinion, the wants of the several maritime provinces are, and we would submit that they can best be met by the establishment of a graded service to include the surveyors at all ports. All surveyors should, whenever possible, be salaried Government servants, entitled to pension and furlough under the Civil Service Regulations.

19. Making provision for Madras and Chittagong, which at a future date will probably require surveyors, the number required will be as follows :

Bombay	2
Karachi	1
Aden	1
Madras	1
Calcutta	2
Chittagong	1
Rangoon	1
TOTAL	9
Add for absentee	1
GRAND TOTAL	10

20. These surveyors might, for the purposes of pay and pension, be divided into three grades as shown below :

	Number of Surveyors.	Pay. Rs. Rs.
First grade	2	750—1,000
Second „	4	500—650
Third „	4	350—500

The two first grade surveyors would ordinarily be stationed one at Calcutta and one at Bombay. The surveyors of the other grades would be available wherever their services might be required, and all surveyors should be liable to transfer from port to port in the interests of the public service. We further think that amongst the junior surveyors occasional transfers would be desirable.

21. We now proceed to consider the question of the fees to be levied in respect of the duties performed by the Government surveyors. We premise our remarks on this subject with the statement that in our opinion it is not necessary that the fees levied under the Acts relating to merchant shipping should cover all expenses involved in the administration of those Acts. The main object of these Acts is to protect the seafaring population and the public in matters in which they are unable to protect themselves, and, while the shipowner who makes a profit out of the transport of passengers and goods may be called upon to contribute towards the cost of carrying out the regulations, we do not think that it is unreasonable to require the public to share the burden of that cost. We believe that the practice in vogue in the United Kingdom arrives at this result, and that the Government of India might with propriety assimilate the fees levied in India to those levied under the English Merchant Shipping Acts.

22. The fees levied in England are, so far as we can ascertain, all given in the Board of Trade's Circulars Nos. 756-G and 402, dated, respectively, June 1888 and August 1890, copies of which are hereto appended. Some of these fees are charged on the gross and others on the net registered tonnage of the vessels. We consider that all fees should be calculated with reference to the gross registered tonnage. It has been made clear to us that, given the amount to be levied, the fairest method of distributing that amount is to apportion it according to the gross registered tonnage of the vessels concerned, and that,

although for the purpose of arriving at an average the net tonnage may be assumed to be two-thirds of the gross, the cases which show a wide departure from that average are numerous and not confined to vessels used for the purpose of towing.

23. We consider that, having regard to all the circumstances and to our proposal that no charges should ordinarily be made for travelling or incidental expenses, £1 in England may be taken as equal to Rs. 16 in India, and on this basis we would fix the Indian fees so as to make them correspond with those of the Board of Trade, applying the necessary correction in those cases where the Board of Trade fees are calculated on net tonnage. To arrive at this correction we would take net tonnage as two-thirds of the gross.

24. We would make no charges for the travelling or incidental expenses of surveyors except when a surveyor has to make a survey involving a journey beyond the limits of the place at which he is stationed.

25. We would charge no overtime fees except for work done at the instance of the shipowner on Sundays, Good Fridays and Christmas Days.

26. We would distribute the fees for the several duties in the same manner as is done by the Board of Trade.

27. We consider that there should be only one scale of fees in force in India for surveys of whatever description.

28. We think that a list of the certificates granted in each month by each Local Government should be printed and forwarded to the other Local Governments for their information. We attach a specimen of the form now used for this purpose by the Government of Bengal.

29. The surveys of steam-ships made at Calcutta and Bombay are accepted by the Board of Trade as equivalent to surveys made by their own officers, and we have no doubt that the surveys for load lines to be made under the Act, which is now before the Council of His Excellency the Governor General, will be similarly accepted. It has been stated that it is unnecessary that surveys of steam-ships at other Indian ports should attain the same standard, but we are unable to recognise the propriety of this view. In our opinion it is very necessary that all certificates issued to sea-going vessels shall be of equal value, altogether apart from the question of their recognition by the Board of Trade, and we conclude our report with the recommendation that the existing arrangements should be revised to such extent as is necessary to ensure that all surveys of sea-going vessels, whether for passenger certificates, for the marking of load lines, for the measurement of tonnage, or for alleged unseaworthiness, shall be of equal efficiency and conducted on the lines which are the result of the long experience of the Board of Trade in dealing with such matters.—We have, &c.,

A. S. LETHBRIDGE.
W. B. BESTIC.
D. W. D. COMINS.
H. MORLAND.
H. A. STREET.
G. WILSON.

LIST OF CERTIFICATES ISSUED BY THE GOVERNMENT OF BENGAL UNDER ACT X OF 1887 AND ACTS VI AND VII OF 1884 DURING THE MONTH OF SEPTEMBER 1890.

N.B.—This List is issued in Monthly Parts, and all previous issues should be kept for reference.

The following Certificates have been cancelled :—

Name of vessel.	No. of Certificate.	Date when issued.	Date of expiration.	Date when cancelled.

Name of vessel.	No. of Certificate.	Date when issued.	Date of expiration.	Date when cancelled.

List of Certificates issued by the Government of Bengal for

Name of Steamer and No. of Certificate.	Port of Registry and Official No.	Survey.		Engines.		Cylinders.		Boi	
								No.	
		Where surveyed.	Initials of surveyor	No. and Description.	When and by whom made	No. and diameter in inches.	Length of stroke.	Pressure on boilers in lbs. per square inch.	
								Main.	Donkey.
"Bijoya" 53	Calcutta.	Calcutta.	R. B.	Two pairs, direct acting compound noncondensing paddle.	1885, Bow McLauchlin.	2—10½" 2—19"	Ft.Ins 0 30	100	...
"Midnapore" 52	Do. ..	Do. ..	R. B.	High pressure inverted vertical type with 4 cylinders.	1873, Government Dockyard.	Four 10½" each.	0 12	70	...
S. Launch "Bheema" 54	Do. ..	Do. ..	R. B.	Two single cylinders, twin screw.	1884, Apcar & Co.	2 off—5"	0 11	80	...
"Karala" 55	Do. ..	Do. ..	R. B.	Two diagonal non-condensing.	1884, Bow McLauchlin.	1 off—8½" 1—14"	0 18	100	...
"Kasi" 57	Do. ..	Do. ..	R. B.	Two diagonal compound surface-condensing.	1882, Dunlop ...	2—21" 2—39"	0 51	75	...
"Heron" 56	Do. ..	Do. ..	R. B	Do. do.	1888, Bow McLauchlin.	22" 43"	0 51	100	...
"Nerbuda" 63	Glasgow.	Do. ..	R. B.	Two direct acting compound surface-condensing.	1883, Denny & Co.	1—72	4 3	70	42
"Carp" 61	Calcutta.	Goalundo.	T. A. H.	Diagonal compound jet condensing.	1883, by Alley Maclellan, Glasgow.	H. P. 22" L. P. 38"	2 6	90	...
"Cashmere" 58	Do. ..	Calcutta.	R. B.	Two pairs diagonal compound.	1878, Denny & Co.	2—29" 2—50½"	4 0	60	...
"Madras" 14	Do. .. 73643.	Do. ..	R. B.	Two grass-hopper surface-condensing.	1876, T. A. Young Blackwell.	2—34"	0 58	30	...
"Viper" ..	Calcutta.	Narainguge.	T. A. H.	Two pairs of compound surface-condensing.	1888, Messrs. Bow-McLaclelan and Co.'s Thistle Works, Paisley.	High pressure cylinder 10 inches; low-pressure cylinder 20 inches.	0 12	100	*Ntl*

Passenger and other Steamers during the Month of September 1890.

VELS.		HULL.		PASSENGERS.			DATE OF—		
				Short voyage.					
When and by whom made.	Whether of steel or iron; if partly of each, specify parts for which either metal is used.	When surveyed in dock, and how long good for.	Class of Certificate.	Foul season.	Fair season.	Long voyage.	Issue of Certificate.	Expiration of Certificate.	Owners.
1885, Bow McLauchlin	Iron ..	19th Aug. 1890; 12 months.	Act VI—River Navigation.	Deck 570			3rd Sept. 1890.	1st Sept. 1891.	CalcuttaSteam Navigation Company.
1873, Government Dockyard.	Do. ..	30th May 1890; 12 months.	Act VI—Inland.	Saloon 6			3rd Sept. 1890.	26th Aug. 1891.	Kelso, Stewart & Company.
1883, Cochram.	Do. ..	5th Sept. 1890; 1 year.	Act VI—Canal or smooth water only.	...	..	..	12th Sept. 1890.	3rd Sept. 1891.	John King and Company.
1883, Bow McLauchlin	Do. ..	1st Sept. 1890; 2 years.	Act VI—River smooth water.	Main 99			13th Sept. 1890.	9th Sept. 1891.	CalcuttaSteam Navigation Company.
1882, Dunlop.	Do. ..	Aug. 1890; 1 year.	Act VI—Inland Navigation.	...	..	..	15th Sept. 1890.	11th Sept. 1891.	India General Steam Navigation Company, Ld.
1888, Bow McLauchlin	Steel except tubes.	When new 1889; 1 year.	Ditto ..	1			15th Sept. 1890.	11th Sept. 1891.	Ditto ditto.
1883, Denny & Co.	Iron ..	9th Sept. 1890; 1 year.	Act VII—Foreign.	Saloon 32; second class 22.			15th Sept. 1890.	9th Sept. 1891.	British India Steam Navigation Company.
1883, by Alley Maclellan, Glasgow.	Steel ..	For the quarter ending 30th Nov. 1890.	Inland Service.	184			16th Sept. 1890.	30th Nov. 1890.	Messrs. Bird & Company, Agents, India General Steam Navigation Company, Ld.
1878, Denny & Co.	Iron ..	Aug, 1889.	Act VI—Inland Navigation.	Saloon 30; second class 10.			16th Sept. 1890.	15th Dec. 1890.	River Steam Navigation Company.
1880, Government Dockyard.	Do. ..	15th Sept. 1890; 12 months.	Act VII—Ports not beyond False Point.	Saloon 4			24th Sept. 1890.	19th Sept. 1891.	Baboo Kalley Nath Mitter.
1888, Messrs. Bow Mc Laclelan & Co.'s Thistle Works, Paisley.	Steel &c.	1890, good for 12 months.	Inland Service.	...	..	..	25th Sept. 1890.	21st Aug. 1891.	Messrs. M. David & Co.

List of Certificates issued by the Government of Bengal for

Name of Steamer and No. of Certificate.	Port of Registry and Official No.	Survey.		Engines.		Cylinders.		Boi	
								No.	
		Where surveyed	Initials of surveyor	No. and Description.	When and by whom made.	No. and diameter in inches.	Length of stroke.	Pressure on boilers in lbs. per square inch.	
								Main.	Donkey.
"Barnagore"	Calcutta.	Narain-gunge.	T. A. H.	Two single cylinder horizontal engines high pressure connected.	1863, Messrs. Gauwelay Brothers, Dundee.	Diameter of both cylinders 13", ...	0 27	45	*Nil*
"Cobra" ..	Do. ..	Do. ..	T. A. H.	Inverted single cylinder.	(1) 1877, (2) Unknown.	7" ..	0 6	70	*Nil*
"Mavis" .. 15	Do. ..	Do. ..	T. A. H.	Diagonal compound.	1887, Bow MacLaghan.	High pressure cylinder 18 inches; low-pressure cylinder 36 inches.	0 42	100	..
"Burrisal" .. 60	Do. ..	Howrah.	R. B.	Two direct acting compound surface-condensing.	1890, Bow MacLauchlin.	14" & 28"	0 42	120	..
"Urmilla" .. 59	Do. ..	Calcutta.	R. B.	High pressure horizontal.	1884, Yarrow & Co.	2-11" each	3 0	110	..
"Mysore" .. 61	Do. ..	Do. ..	R. B.	Two pairs diagonal compound.	1878, Denny & Co.	2—29" 2—50½"	4 0	65	..
"Mombassa" 15	Glasgow, 93082.	Do. ..	R. B.	Three triple expansion surface-condensing.	1889, G. Clarke	31" 51" 83"	4 0	160	160
"Landaura" 16	Glasgow, 93351.	Do. ..	R. B.	Four quadruple expansion.	1887, Denny & Co.	24" 34" 48" 68"	4 0	160	160
"Canara" ..	...	..	...	..	...	..	..	..	..
"Nerbudda"	Glasgow.	Do. ..	...	Two direct acting compound surface-condensing.	1883, Ditto ..	1—72 ..	4 3	70	42
"Katoria" ..	..	...	...	..	..	..	..	..	..
"Mombassa"	Do. .. 96082.	Do. ..	...	Three triple expansion surface-condensing.	1889, G. Clarke.	31" 51" 83"	4 0	160	160

Passenger and other Steamers during the Month of September 1890.

LERS. When and by whom made.	Whether of steel or iron; if partly of each, specify parts for which either metal is used.	HULL. When surveyed in dock, and how long good for.	Class of Certificate.	PASSENGERS. Short voyage. Foul season.	Fair season.	Long voyage.	DATE OF— Issue of Certificate.	Expiration of Certificate.	Owners.
1883, Messrs. Gauwelay Brothers, Dundee.	Iron¼"..	1890, good for 12 months.	Inland Service.	..	..	..	25th Sept. 1890.	21st Aug. 1891.	Messrs. M David & Co.
1877, Messrs. Bow Mc Laclelan & Co.	..	Ditto ..	Ditto ..	..	..	..	25th Sept. 1890.	21st Aug. 1891.	Do. do.
1887, Bow MacLaghan.	Steel ..	21st Aug. 1891.	Ditto ..	..	..	..	26th Sept. 1890.	21st Aug. 1891.	Messrs. Bird & Co., Agents, India General Steam Navigation Co., Limited.
1890, Bow MacLauchlin.	Steel iron tubes	New, Sept. 1890.	Act VI—River Navigation.	Saloon 6; main deck 176; upper deck 182.			27th Sept. 1890.	24th Sept. 1891.	Burn & Co., Agents, to Bengal Central Flotilla Company.
1884, Yarrow & Co.	Iron ..	6th Sept. 1890.	Act VI—River Navigation not below Hooghly Point.	Saloon 4; twin deck 398.			27th Sept. 1890.	22nd Sept. 1891.	CalcuttaSteam Navigation Company.
1878, Denny & Co.	Do. ..	4th Sept. 1890.	Act VI—Inland Navigation.	Saloon 20; second class 10.			29th Sept. 1890.	25th Sept. 1891.	River Steam Navigat on Company.
1889, Main, G. Clarke. Donkey, by Chupman & Co.	Steel except tubes. Do. ..	Bombay 28th June 1890.	Act VII—Foreign.	Saloon 30; second class 20			29th Sept. 1890.	28th June 1891.	British India Steam Navigation Company.
1887, Denny & Co.	Do. ..	25th Sept. 1890.	Act VII—Foreign.	Saloon 30; second class 12.			30th Sept. 1890.	25th Sept. 1891.	Ditto.
..	..	..	Act X of 1887.	815	1078	..	12th Sept. 1890.	27th May 1891.	Ditto.
1883, Ditto ..	Iron ..	9th Sept. 1890, 1 year.	Ditto ..	1394	1807	..	17th Sept. 1890.	9th Sept. 1891.	Ditto.
..	..	..	..	1098	1507	...	25th Sept. 1890.	23rd Oct. 1890.	Ditto.
1889, Main, G. Clarke. Donkey, by Chupman & Co.	Steel except tubes. Do. ..	Bombay, 28th June 1890.	Ditto ..	1840	2430	1094	30th Sept. 1890.	28th June 1891.	Ditto.

Issued by the Government of Bengal, October 1890.

W. B. BESTIC,
Under-Secretary, Marine Department.

BOMBAY CHAMBER OF COMMERCE, 1*st July* 1891.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor, by direction, to acknowledge the receipt of your letter No. 149 of the 5th ultimo, accompanying copy of a Resolution by the Government of India, Finance and Commerce Department, No. 2061, and of the Report of the Committee appointed to consider the suitability of the fees levied for surveys under Acts VI and VII of 1884, on which the views of the Chamber are solicited.

2. The special points on which the Government of India desire an expression of opinion are :—

(1) Whether there is any necessity for assimilating the scale of fees for survey of inland steamers to those charged for the survey of sea-going steamers.

As regards this, the Committee direct me to say that they see no necessity for assimilating the scale of fees, as the Inland Steam Vessels Act, VI of 1884, is not in force in the Bombay Presidency.

(2) Whether the scale of fees for surveys proposed by the Committee differs greatly from the fees now charged, and whether, having in view the cost of surveys, it is expedient to raise the scale, and, if so, to what extent.

As no schedule of the proposed fees is included in the papers submitted, the Committee of the Chamber are unable to institute any comparison between them and the fees now charged. But as respects the latter portion of the question they have no hesitation in saying that it is undesirable that any increase should be made. The existing scale is already sufficiently high, and, in fact, deemed unnecessarily so by the steam-ship owners and agents whom the Committee have consulted.

(3) Whether surveyors are now, or may here after be, required at the Ports for which they are recommended.

The Committee of the Chamber consider that there is no necessity for the appointment of surveyors at Chitta-

gong, Karachi, or Aden. Possibly it might be an advantage to have a surveyor at Rangoon whose services could also be utilized for the survey of the Irrawady and other inland steamers trading on the Burma rivers; but on the whole, the Committee would not recommend the appointment of more than two surveyors at Bombay and Calcutta respectively. Their reasons for thus restricting their recommendations are that steamer's certificates date from the period at which they have last been in Dry Dock and surveyed, and it is customary to have a ship surveyed when in Dry Dock at a time which as nearly as posible coincides with the expiry of the certificate, and as there are no Dry Docks at other ports than Bombay and Calcutta, the appointment of surveyors at the ports suggested would result in a considerable expenditure for which there would be no commensurate return.

(4) Whether it is expedient to employ full time and pensionable surveyors at all the ports mentioned.

This enquiry is, to a certain extent, answered under the preceding head, but the Committee would deprecate the institution of a costly system of pensioned officers wherever it could be avoided.

(5) Whether the service of surveyors should be graded, and the surveyors be liable to transfer from one province to another.

If the recommendations of the Committee of the Chamber are accepted as above, the necessity for the proposal embodied in this enquiry does not arise.

(6) The proposal to transfer the administration of the Native Passenger Ships Act from the Salt Department in Bombay to the Port Officers.

The Committee of the Chamber see no good ground for the suggested transfer, as the present system has worked well in the past and will doubtless continue to do so.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX R.

SUGGESTED LEGISLATION AGAINST ALLEGED FRAUDS IN THE COTTON TRADE, AND THE DETERIORATION OF THE STAPLE.

No. 3342 OF 1891.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 14*th May* 1891.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of a letter No. 844, dated 28th February 1891, from H. E. M. James, Esquire, C. S., Commissioner, Northern Division, and its accompanying note embodying facts and suggestions regarding frauds in the cotton trade and the deterioration of the staples, and to request that you will be good enough to favor Government with the opinion of the Chamber and any remarks they may desire to offer on the subject.—I have, &c.,

W. S. HARVEY,
Acting Under-Secretary to Government.

No. 844 OF 1891.

AHMEDABAD, 28*th February* 1891.

From H. E. M. JAMES, Esq., Commissioner, N. D., to the CHIEF SECRETARY to GOVERNMENT, Revenue Department.

SIR,—Referring to the correspondence ending with my letter No $\frac{R.}{49}$ dated 17th December 1890, I have the honour to submit, for the consideration and orders of Government, a memorandum embodying facts and suggestions relative to the question of frauds in the cotton trade, and the deterioration of the staples.

2. I propose spending a portion of my privilege leave in England and I propose visiting Liverpool and Manchester with a view to ascertaining, if possible, what assistance can be rendered by the brokers and merchants there towards remedying the evils which at present affect the trade and the value of the rayats' cotton. Assuming it probable that my paper will ultimately become public, I request the permission of Government to take some copies of it to England, and communicate them to the Presidents of the Chambers of Commerce and other leading merchants, so that they may understand fully the difficulties which exist in India, and make such suggestions as in them lie by way of remedy.—I have, &c.,

H. E. M. JAMES,
Commissioner, N.D.

PROPOSALS FOR FRESH LEGISLATION WITH A VIEW TO PREVENT ADULTERATION AND OTHER FRAUDULENT PRACTICES IN THE COTTON TRADE OF THE BOMBAY PRESIDENCY, WITH SUGGESTIONS FOR THE IMPROVEMENT OF THE STAPLES EXPORTED.

The history of cotton legislation in the Bombay Presidency would be very long and tedious to recount. Full information will be found, at least up to the year 1872, in a volume entitled "East India Cotton, its Adulteration and Acts passed to suppress the same," by Major A. T. Moore, V. C., Inspector-in-Chief, Cotton Department, submitted to Government on the 8th May 1872, and I would specially invite attention to the chronological summary at page 257 of that volume. A brief recapitulation of the salient points may however be useful. As early as the year 1777 great complaints were made of the adulteration of Broach cotton; in 1803 the Court of Directors wrote despatches on the subject, and sixty-two years ago Sir John Malcolm passed the first Regulation (III of 1829) to repress it. In 1851 Lord Falkland passed Act XV of 1851 specially with a view to preventing fraudulent practices in the Island of Bombay and Colaba. Neither of these Acts provided any special machinery for its enforcement, and though useful at first, the law soon became a dead letter. In 1863 when, in consequence of the American war, East India cotton was in great demand, Sir Bartle Frere passed Act IX of 1863, instituting a department for checking cotton frauds, which was paid for out of a small export duty of 4 annas, subsequently reduced to 2 annas, per bale. This Act being still found insufficient, in 1867 a Bill was introduced by Sir Henry Maine into the Legislative Council of India with the approval of Lord Lawrence and the Finance Minister, Mr. Massey, for strengthening it. This Bill was, however, dropped, presumably because the disposal of the subject seemedto fall more suitably within the purview of the local Legislature. In the year 1869, Sir Seymour FitzGerald passed through his own Council a very stringent Act, so stringent that the Government of India voted it. In 1877 Sir Philip Wodehouse passed another Act, which, on the Government of India's suggestion, was altered and made law by Sir Richard Temple under the title of Act VII of 1878. This Act, unlike Sir Seymour FitzGerald's, greatly reduced the strigency of Act IX of 1863. The main difficulty found in working that Act was that, to render adulteration penal, "fraud or dishonesty" on the part of the trader must be proved, and it was impossible for the Courts to separate mere trade transactions from deliberate deceit. These words accordingly Sir Seymour FitzGerald has proposed to expunge. But they were retained in Act VII of 1878, and even the punishment (12 months' rigorous imprisonment) for fraudulently dealing in adulterated cotton was abolished, the sole penalty

Laws of 1829 and 1851.

Law of 1863, instituting Cotton Department.

Proposed revision in 1867.

Sir S. FitzGerald's Bill of 1869.

Changes by Act VII of 1878.

retained being confiscation of the cotton which formed the subject of the prosecution. By this time the merchants and Chamber of Commerce, Bombay, at whose urgent solicitations cotton legislation had along been initiated, began to manifest towards it feelings of unmistakeable dislike. Honourable and able men as were the chiefs of the Cotton Department, Mr. Ravenscroft, Mr. Harrington Bulkley, Dr. Forbes and Major Moore, V.C., the rank and file were very unfortunately selected, almost every one of them inexperienced and unfit, and some at least corrupt. An agitation led with great ability and pertinacity by the Honourable Mr. Bythell, of the firm of Gaddum and Co., ultimately led to the Secretary of State (Viscount Cranbrook) in 1880 ordering the Cotton Department to be abolished, but he directed the special penal clauses to be retained. A change of Ministry occurred shortly afterwards, and in 1881 the new Secretary of State intimated that he had no objection to going beyond his predecesor's policy. Finally in 1882 Sir James Fergusson in compliance with the commands of Lord Ripon, totally repealed all cotton legislation.

Agitation against law.

Cotton Department abolished, 1880.

Cotton-law repealed, 1882.

Men were not wanting even in 1882 who prophesied that a relaxation of the law would lead to fraud, and that adulteration would soon rear its head again, and for once they proved true prophets; for in 1884 the Liverpool Chamber of Commerce urgently pressed upon the Secretary of State the need of reviving the Cotton Frauds Act, on the ground that adulteration had become more flagrant. Lord Kimberley, however, declined to reverse the decision which had been come to so short a time before, and ever since adulteration and fraud have reigned unchecked. Matters at last have come to such a pass that the time has clearly come when the subject should be reconsidered.

Evil results prophesised.

The abstract propriety of exceptional legislation with a view to preventing fraud in the cotton trade, the greatest trade in Western India, and also towards improving the quality of East Indian cotton, scarcely needs justification. Many arguments for and against such legislation will be found in the volume already referred to, and I will quote one that should carry special weight just now, as its author was the present Prime Minister. The Marquis of Salisbury, replying to an address at Manchester from the Cotton Supply Association and other bodies, said :—

Marquis of Salisbury's opinion, 1867.

"Efforts have been made (in India) by Government inspection to encourage the production of a better and more cleanly cotton. Those efforts have been resisted, I think, in some cases, by persons who appeared to imagine that any interference of Government for the encouragement of the interests of trade was, in some mysterious way or other, a breach of the principles of free trade. This is a matter in which I think Manchester may very much help herself. She is justly jealous of her renown in carrying the principle of free trade. It is a matter that was much contested in times which were anterior to my own political existence, but now the acceptance of it is universal, and we appear to have got to that stage which occurs in the history

of every creed when the faith that has conquered tends rather to pass into superstition, and you will hear doctrines fathered upon the principles of free trade which the original professors of free trade would never have dreamed of, and which really do more to impede free trade than to encourage it. I think that there is no place from which an authoritative voice on such a question can come so well as from Manchester and that a well-devised scheme of inspection, improved on its details by the help of such authorities as I see around me, would go very far to encourage the rayat to so improve his commodity that it might meet with better acceptance in your markets than it does at present."

Mercantile testimoney to past Cotton Acts.

As to the practical good of the Acts, both after the passing of the Acts of 1852 and 1863 the Chamber of Commerce, Bombay, remarked on the very great improvements in wilful adulteration which were the results of those Acts. Precedents for special legislation exist. The Americans have their own special system for stopping cotton frauds, and legislation in regard to flax and hops is in force in England at the present moment. Lastly, in the Merchandise Marks Act Parliament has laid down the principle that mercantile frauds, arising from the adulteration and misdescription of goods ought to be repressed, and repressed by law.

Precedents.

Adulteration with foreign matter reduced;

The circumstances of the Bombay cotton trade are now somewhat different from what they were twenty or thirty years ago. Up to 1863 the grossest forms of adulteration had prevailed. Cotton used to be mixed with stones, sand and rubbish in order to increase its volume and weight. The aggregate bulk of cotton exported was enormous, the demand for it, in consequence of the blockade of the Confederate ports, was urgent, and speculation was so rife that while the temptation to adulterate was extreme, comparatively little pains were taken by merchants to check it. Partly owing to the cotton inspection which prevailed for many years subsequent to 1863, for inspectors could at least distinguish extraneous substances from cotton, but mainly owing to a system adopted by Bombay merchants of sending English agents up-country to examine the cotton in its raw state before purchase and supervise it till it was finally packed, this kind of fraud has in a great measure ceased, though in remote parts it is still practised, as the following extract from a letter by Mr. Whittle, a very experienced Dholera merchant, will show :—

but still existing.

"The great adulteration in Kathiawar and North-Western Gujarat is however in the introduction of foreign matter into the cotton during the process of preparation for the market.

"This foreign matter consist of 'kapas' (cotton without the seeds removed), crushed seed, pounded 'gogra' (immature pods) and 'thalia' (the outer shell of the cotton pod), fine dust, rice, flour, salt, stones, sand, water, 'jagri' (molasses), dates, onions, and 'Bootra.'

"This last is a mixture of sand and gum which is sprinkled over the cotton by means of a white-wash brush.

"This foreign matter is now introduced to so serious an extent that dokras are acquiring sobriquets such as a 'Batcho'—literally, a baby—

(for a well-sanded dokra) and 'Pander-Pachisi'—literally 15 out of 25—for the more generally adulterated ones, *viz.*, dokras made up of 15 maunds of cotton and 10 maunds of anything else that is not cotton."

Clipping the seed.

Another kind of fraud at present common in Broach is the adjustment of the knives in the ginning-mills so as to shave off a minute portion of the seed. This adds, I learn on very good authority, as much as 5 per cent. to the weight of the cotton though the small specks of seeds are scarcely to be perceived in it, and the damage to the spinner is considerable, as I am informed that it is very difficult for their machinery to clear the fibre from this substance.

False packing—

But the main and principle kind of fraud, against which the orginal Regulation of 1829 and all other Acts have been chiefly directed, viz., (to quote Sir John Malcolm's regulation) "mixing good and bad description of cotton in one bale termed 'false packing' and fraudulently offering for sale or selling cotton so packed" is even more rife than ever. The Liverpool Chamber of Commerce states (*vide* Appendix A) that since 1884 "adulteration has continued steadily to increase year by year, until imports into Liverpool during the present season (1890) have been 'mixed' and 'false packed' to an extent never before witnessed, even during the period immediately preceding the enactment of the Cotton Frauds Act in 1863," in which year, as already remarked, the enormous prices paid for cotton in consequence of the American War had given a great stimulus to such evil practices.

rifer in 1890 than ever.

I wish now to explain my special reasons for considering fresh legislative action necessary.

Special reasons for protecting Broach and Surat cotton.

The Broach and Surat districts, which are at present in my charge, grow the finest, silky, long-stapled cotton in all India, and if it could be obtained in a pure state, spinners in England would (so say the Cotton Associations of Liverpool and Manchester) give long prices for it. It is not so good as American, but is used for mixing with American for the higher and more valuable counts of yarn. The Broach is the best, and by reason of its great value the land assessment of that district is higher than in any other parts of the Presidency, averaging over Rs. 5 an acre all over the district; and seeing that over large tracts the land must lie absolutely fallow every alternate year, while in others the cotton must alternate with a light jowar crop, a Rs. 5 assessment really means an assessment of Rs. 7 or Rs. 10 an acre. Owing to "false packing" Broach* cotton has now got so bad a name in England that even good pure cotton from this district is looked at with suspicion, and the rayat receives a smaller price than it is really worth. Merchants of all ranks and castes assure me that, to put it in the words of one of their number, "thousands of bales are shipped as Broach which are not Broach and thousands of bales as Dholera which have not an ounce of Dholera

* The area that produces cotton classified as "Broach" may be taken roughly as the tract lying between the Mahi River, near Baroda, and Navsari.

fibre in them." The following are the prices of fine Broach in Bombay for the last three years :—

	Rs.
February 1889	230
,, 1890	255
,, 1891	212

Owing to the fluctuation in exchange the price of cotton is at this moment more than Rs. 40 less per khandi of 784 lbs than it was a season ago. It is clear, therefore, that assuming the land assessment has been fairly fixed, either that will have to be reduced to keep pace with the degradation of the cotton, or the rayat will get into debt and be ruined. I admit that, apart from exchange, up to the present time the value received in India has not fallen, but that is owing to increased demand in Europe, and *relatively to American* the price has steadily fallen. I append a statistical table (Appendix D) comparing "Fair" Dholera with Midland American Upland up to 1884, and of "Good" Dholera compared with the same, since that date. It will show that "Good Dholera" now only fetches the price of "Fair." Owing to alteration in the standards, varying demand, the quality and outturn of crops in other countries and other factors, it is no doubt unsafe to rely too much upon figures, but the falling-off in relative price is vouched for by the Liverpool Cotton Association (Ld.)—*vide* Appendix B, page VII. The main object which I have in view is the prosperity of the rayat and the maintenance of the Government revenue. I believe, indeed, no greater public misfortune could befall India than for its cotton trade to be ruined, and that the Government would be fully justified in interposing to prevent it. Nevertheless, as far as I am personally concerned, I should be content to accede to the Bombay merchants' views and let "trade take care of itself."

The writer's object mainly to protect the rayat.

The Broach rayat, as I have said, suffers fron depreciation in price consequent upon adulteration (I will show later on how that is effected). There is, however, a still greater danger. He is threatened with the loss of the good staple which he at present grows. To adulterate cotton it is not uncommon for a purchaser to import at a considerable expense inferior seed-cotton (or kappas) from other districts, and gin it mixed up with Broach. In the greater part in Gujarat all ginning now is done by machinery, and hand-ginning by a machine called the "Charka" is almost entirely obsolete. The seeds of the two cottons necessarily get mixed together in the ginning factory, and if sown together during the next season will bring up a mixed crop. Hybridized varieties will gradually appear. The strength of a chain being measured by its weakest link, the cultivator will always get the price of the least valuable cotton he grows, and this will go on till the pure fine cotton he grows has ceased to exist. In another respect he already suffers. So large a proportion of the seed is damaged when passing through the gins that the rayat has to sow twice as much seed as he did formerly, and a large proportion of the genuine Broach plants now grow into stunted trees producing cotton of short staple, the seeds of which must result in a still further degraded cotton.

Mixing of Broach seed threatened.

Enquiries made by me recently in the Broach District lead me, I have pleasure in stating, to believe that little, if any, of the foreign

seed has as yet been sown in the district.* Probably the rayat's own acuteness may have saved him so far from this peril ; and one gentleman of great experience in the trade thinks that the importation of foreign kappas, though admittedly existing, has been exaggerated by some of my informants, as the cost of transit is too great to make it pay well. But I have seen myself a cart-load of it imported into a ginning factory at Broach, and more of it is to be found at Palej, which place is nearer to the districts where the bad cotton grows than Broach itself, and also in the Surat gins. And there can be no doubt that owing to inferior seed the trees and the cotton of pure Broach are every year becoming of more unequal quality. I may advert to the history of cotton in Khandesh to show what a risk the Broach and Surat rayat is running.

Danger to Broach illustrated by history of Khandesh cotton.

In Khandesh, Mr. Lionel Ashburner, C.S.I., afterwards Governor of Bombay, introduced good Hinganghat seed, the finest staple in India, and did his best to extirpate the old indigenous, coarse, short-stapled variety. The long silkiness of Hinganghat cotton was marred by its leaf, and "appearance" being a potent factor in the value of cotton, some Baniyas conceived the idea of importing from Agra, and I believe from Berar, some of the old coarse cotton to mix with the Hinganghat and give it a better colour. The device succeeded, and led to the reintroduction of the old seed. In spite of Mr. Ashburner's exertions the old indigenous variety was not quite extinct, and the rayats found to their surprise that owing to the production being limited at first they could get even more for it (to be used for adulteration) than for the really valuable staple. Naturally they at once commenced resowing it. The Baniyas adulterated the Hinganghat gradually, adding every year more and more, till at last the spinners at home discovered the trick. The price of the fine Khandesh varieties then steadily fell. But the old cotton continued to spread, the seeds mixed in ginning were sown together (for the rayat oft he Deccan is not nearly so intelligent as the rayat of Gujarat), till at last there was no pure Hinganghat to be had in Khandesh at all. Cotton known as Khandesh, which used to include the fine valuable varieties called Faizpur, Jalgaon and Hinganghat, have disappeared, and though a little under half the best cotton area is still sown with Hinganghat, it is mixed with indigenous, and now passes under the generic term of Bilati—a coarse, short-stapled cotton, locally known as Waradi, considerably less valuable than Hinganghat, for which large prices would be paid now if it were only to be had in a pure state.

It is contended by some that the Bilati cotton has spread over Khandesh, because either from its suiting the climate or from its more prolific yield the rayat finds it pays him better. I was more than four years in Khandesh, and I should be inclined to question this statement. Nothing could be more splendid than the crops of pure Hinganghat amongst which I passed my life from 1865 to 1870. Mr. Ozanne states that Bilati (or Baradi) is the best for the peculiar soil of Khandesh, but experiments of his own (*vide* a letter in the *Bombay Gazette* of June 28th, 1890) show

* There is a variety called "Goghari," described further on, which might however become a pest, and will have to be watched.

that the average wool-yield of Hinganghat, 69 lbs. to the acre, is almost equal to that of Bilati, 73 lbs. to the acre, and in one season Hinganghat yielded 143 lbs. against 99 lbs. of Waradi; and if the rayats of 40 per cent. of the Yaval Mahal can grow it, why should not and why do not the rayats of the other 60 per cent? The reason is that the two cannot be had in the market separate; they are grown in the same fields, and the price obtained for *both* being the same, owing to the mixture, the rayat prefers to grow as much of the old stuff as the new. But could a man of strong force of character, like Mr. Ashburner, arise to prohibit anything but Hinganghat being grown, were the rayat not frightened with the idea that he would have to pay heavily for Hinganghat seed, and were he able to procure it pure, and did legislation secure the pure Hinganghat reaching Liverpool unadulterated, I am sure that a largely increased area would be sown once more with the better staple. A speaker at a recent meeting of the Bombay Cotton Association attributed the extension of Bilati to the thin poor soil of Khandesh, evidently unaware that the black soil of Savda and Amalner equals anything in Broach or Surat.

Good Khandesh cotton, however, is gone, and as the rates of assessment in that district are very low compared with Broach, there is not so much necessity for the rayats' protection. Greatly as we may regret the actual loss to the rayats owing to the Baniyas' short-sighted adulteration having reduced all stimulus to growing good pure cotton—a loss which I estimate at an untold number of lakhs a year—greatly as we may regret the injury to trade and to our own countrymen in Lancashire, Khandesh may for the present be left out of consideration. Broach, however, can still be saved, and any legislation that will save Broach may be applied to saving other good staples as well—for instance, Barsi (Sholapur), or at least that portion of the crop which is grown in British limits. Barsi used to be Rs. 3½ below Amraoti. It is now Rs. 29 above it owing to the deterioration, of the latter once famous staple; but merchants have told me that they dread every day to find that even Barsi has succumbed to adulteration. Indeed, when it was first rumoured that I was enquiring into the subject of cotton-adulteration, I received an urgent appeal "Can you do anything *this monsoon* to prevent the introduction of Bilati into the Barsi and Karkli districts?"

Loss to Khandesh rayats.

The Karkli cotton comes from the dominions of His Highness the Nizam, whose co-operation would, it may be hoped, surely be given in a matter that so intimately concerns the prosperity of his subjects. Part of the district from which Broach cotton comes belongs to another enlightened prince, His Highness the Gaikwar of Baroda, who a few years ago circulated special instructions to all the Patels and villagers, warning them against baneful and short-sighted practices. Many of the Chiefs and Jaghirdars of the Southern Maratha Country can also be counted upon to aid. The Administrator of Rajpipla, again, now an European officer, is already taking steps to improve the cotton of that State which the Anklesvar ginners inform me comes so mixed and adulterated with leaf and seed as to be worth comparatively little, though intrinsically nearly as valuable as Broach.

Assistance of Native States may be counted upon.

Ruin of Laria cotton.

Again, there is a famous cotton grown in the Ahmedabad District called Laria which, if pure, is equal to Broach. This is mixed with cotton imported as far away as Beawar in North Rajputana, with Sakalya, Wagdya and other inferior locally grown varieties, some of which are gathered with the pod and picked at home and then dried pods are pounded and sprinkled over the mass, so as to give it additional weight. One of the largest mill owners in Ahmedabad complained to me that he could not now buy pure Laria, though he offered a full price for it. Good Bhavnagar and Mowa cotton are now unprocurable or almost so, as they are mixed with inferior qualities from Porbandar, Veraval and Amreli.

Bhavnagar and Mowa.

Dharwar Exotic.

Take also the case of Dharwar. I will quote a letter from a leading broker in Bombay :—

"What occurred in Dharwar should have made the Bombay merchants hesitate before reversing the traditional policy of their experienced predecessors, for by their own admission 'in former years the 'cotton grown in the Southern Maratha Country from American seed 'was the best cotton produced in India ; it brought a high price, and 'the demand for it was always active.' Saw-ginned Dharwar 'Good' is to-day* Rs. 33 per khandi less than machine-ginned Broach, and while the latter is in active demand, the former is a drug in the market. Dharwar carries a warning, and I trust it will not be unheeded."

Dholera deteriorated.

Some cottons however suffer from bad cultivation. Listen to what Mr. Whittle, the first authority for the variety writes about Dholera cotton :

"*Deterioration.*—In some parts of these districts the cotton crop is deteriorating from simple over-repetition of crop."

"In thousands of acres around Ranpur, Chuda and Nagnesh the crop has changed from a Wagria to a Laria one, and as the Laria is gathered as Wagria, it becomes Sukalia,† and hence realizes some Rs. 40 per dokra less than the old crop.

"The natives explain the change by the term *Mool-khai*, a word derived from the sign on the tap-root of the Wagria plants in exhausted fields, of being eaten by either white ants or worms. In such exhausted fields the rayat now plants Sukalia seed and so secures a crop, though inferior, as the Sukalia plant has the tap root of the Wagria plant as well as a surface (spreading) root."

Evidence of fraudulent false-packing.

The measures which I am going to propose specially for the protection of Broach and Surat, and, I may add Dholera, would, I hope, lead eventually to the rehabilitation both of Khandesh, Dharwar, and other deteriorated staples. But first I must give evidence of the "false-packing" which is doing so much harm, its nature and objects.

An eminent Broach merchant's account.

The following is an extract from a letter received from one of the leading merchants in Broach, dated 4th August 1890 :—

"(*b*) Owing to the superior quality, long staple, and high repute

* 26th April 1890.

† Gathered with the outer husk, which is afterwards picked off by hand.

of 'machine-ginned Broach' and 'Surat' cotton, which commands the highest price amongst Indian varieties of cotton, 'kapas' or seed cotton of inferior quality and short staple is imported from the Kaira, Ahmedabad, Khandesh, Berar, Bhavnagar, Dholera, Beawar and other districts of Kathiawar, Rajputana and others, to be mixed and ginned and pressed with the superior Broach and Surat variety to secure a wide margin of profit in its sale as good machine-ginned Broach and Surat cotton.

"(*c*) As the Broach and Surat Districts produce one of the highest qualities of cotton amongst Indian varieties, inferior seed cotton or kapas and clean cotton is imported from elsewhere, which may be presumed to have been designed for adulterative purposes.

Importation of both kapas and clean cotton for mixing.

"(*d*) As respectable merchants concerned in the mixing of different varieties of 'kapas' in the ginning and clean cotton in the pressing process, I am not inclined to give specific instances which have come under my notice. However, I may mention that the varieties of 'kapas' and clean cotton mixed in the ginning and pressing process, may be denominated as Dholera, Bhavnagar, Beawar, Khandesh, Berar, Ahmedabad and other varieties produced in Gujarat, Kathiawar, and Rajputana, not excepting the worthless variety called 'Rozi' produced in the Kaira District. Some inferior variety called 'Kuski' is also brought in from Chhota Udepur and other Native States on that side. The mischief of mixing inferior 'kapas' with superior varieties produced in the Baroda Division is predominant, especially in some of the cotton-ginning factories at Miagam and stations on the Baroda State Railway line from Miagam to Dabhoi, from whence cotton ginned from such admixture of kapas is partly brought down to the pressing factories at Palej and Broach and partly exported direct to Bombay in half-pressed bales.

"(*e*) Owing to the admixture of the seed by ginning mixed 'kapas,' the superior quality of the original Machine-ginned Broach and Surat cotton has deteriorated to some extent and fetches a relatively lower price than formerly. Buyers complain of weak or short staple and dull colour, which I presume is the result of the admixture of the superior and inferior variety of the seed.

Its evil results.

"(*f*) I cannot point to any specific instances of adulteration of mixing seed cotton, dirt, stones, &c., in bales of cotton for export from the Broach District, as merchants would prefer to adulterate cotton by mixing superior and inferior varieties together with success rather than resort to the practice of mixing dirt, stones, and other foreign matter which may easily be detected. However, it would not be out of place to mention that numerous instances have come to my notice in which dirt, mud, stones, sand, salt and other foreign matter has been mixed with 'kapas' or seed-cotton by the cultivators, cartsmen, brokers and dealers in 'kapas' brought for sale into the Broach and Palej markets, and even the admixture of inferior qualities of 'kapas' brought in from other district has not been forgotten by these people. The detection of such adulteration by mixing inferior seed cotton with the superior Broach and Surat 'kapas' is a matter of daily occurrence at every

Foreign matter.

cotton-ginning factory throughout the Broach and Surat Districts during the season, and frequent allowances in the contract rates are given and taken by the seller and purchaser. Water is often sprinkled by brooms on the 'kapas' to gain weight by moisture, which practice damps and deteriorates or rots the staple. Unripe pods or bolls of kapas are picked in the fields from which unripe cotton called 'Gunkhelia' is extracted and mixed with the ripe good 'kapas' by the cultivators. Some cultivators allege that they are obliged to resort to such a practice owing to the fear of the 'kapas' being stolen away by the thieves at night for want of proper police arrangements, which reason may be taken for what it is worth. With a view to gain weight some cultivators are in the habit of storing kapas in damp cow-dunged pits dug under ground, which practice gives a dull colour to tho cotton."

Results of repeal of Cotton Frauds Act.

"(g) Owing to the superior quality of Broach cotton inferior varieties from other districts are imported into the Broach District for admixture in bales after ginning with the superior indigenous cotton for the purpose of selling the mixture under the nomenclature of good machine-ginned Broach and Surat cotton.

"It is a fact beyond dispute that since the abolition of the Cotton Frauds Act the practice of mixing inferior varieties of seed and clean cotton or short staple with good superior cotton of long staple and selling the whole under the name of superior cotton has grown up to an alarming extent, so much so that the day is not distant when Government shall have to adopt most stringent measures for the protection of the growers of superior cotton as well as the public land revenue in the Broach District. Inferior and worthless varieties of cheap short staple 'kapas' or seed cotton are imported into the Broach and Surat District from Rajaputana, Kathiawar, Kaira, Ahmedabad, Khandesh, Berar and other inferior cotton-producing districts, to be admixed with the superior long staple silky kapas or seed cotton produced in the Broach and Surat Districts, which stand highest in point of value and quality amongst Indian varieties of cotton. Such mixture of superior and inferior kapas is ginned in the several cotton ginning factories in the Surat and Broach Districts, and the whole is sold under the name of good Surat or Broach machine-ginned cotton with a great margin of profit. Such mischief very often passes undetected at the cost of some unwary purchaser. When the trick is discovered, the whole of the cotton is discredited, and the contract is settled on certain allowances adjudged by arbitrators in favour of the purchaser. Thus it will appear that the importation of worthless varieties of 'kapas' into the Broach and Surat Districts producing a superior variety of long staple cotton and ginned mixed together is a source of great danger, threatening the gradual deterioration of the superior variety indigenous to the Broach and Surat Districts, especially owing to the admixture of seed, to prevent which legislative interference is certainly desirable.

"I cannot agree with the opinion expressed by the Chairman, Chamber of Commerce, Bombay, in his letter dated 15th January 1885, or the view of the matter taken by the Secretary to the Bombay Cotton Trade Association in his letter dated the 5th January 1885, under reference. The consumers in Europe will never be able to prevent or discourage adulteration of cotton in India. The consuming

markets must take up the available qualities offered for sale under the usual nomenclature and the difference in qualities contracted for may continue to be settled by arbitration and allowances whenever discovered. No. amount of penalties levied on tenders of mixed or adulterated cotton under contracts by arbitrators, when such is discovered, can materially discourage fraudulent merchants from repeating such practices.

"Under the present circumstances it is very difficult, or next to impossible, for honest dealers to carry on trade in pure unmixed cotton, The mixing of inferior worthless varieties with superior cotton is the order of the day and considered a legitimate business. None but merchants who are special experts in the art of adulteration can do business now-a-days with a fair margin of profit. In fact higher prices than those ruling in the Bombay market are paid by Bombay merchants at the cotton-ginning factories in the Broach and Surat Districts for pure cotton to be exported to Bombay, where it is generally mixed with inferior varieties with convenience. The whole of the Indian cotton is discredited in Great Britain and every bale of whatever variety offered is viewed with suspicion, and sampling has become very difficult, especially for superior varieties of cotton. Scarcely any consignment passes without some allowance to the purchaser in the rates contracted for. Owing to such hard lines dealt out to Indian cotton in Great Britain a large proportion of the same is consigned direct to other continental ports where the buyers are to some extent easy or less suspicious of the adulteration or mixing carried on in India, especially at Bombay. I am unable to give any details of figures regarding the quantities of inferior 'kapas' and clean cotton imported into the Broach and Surat Districts to be mixed with superior varieties of indigenous cotton, because the station master declines to give any information on the point without the orders of his superiors. However, you may be pleased to obtain the same from the Traffic Manager, Bombay, Baroda and Central India Railway, if necessary.

Difficulties of honest dealers.

"From my wide and varied experience, extending over the last 23 years, in the cotton business and ginning factories, I am firmly of opinion that nothing short of stringent legislative interference can effect any improvement in the cultivation, ginning, pressing and general business in cotton, and eradicate the present practice of adulterations now in vogue. In view of the necessary improvement I beg to suggest the following remedies :—

"(*a*) That the mixing of inferior short staple 'kapas' with superior long staple 'kapas' or seed cotton, and the same, whether possessed or offered for sale, may be deemed penal.

Remedies proposed.

"(*b*) That the ginning of an inferior short staple variety of 'kapas' mixed with that of superior long staple 'kapas' may be deemed penal.

"(*c*) That the admixture of an inferior short staple variety of cotton with a superior long staple one may be deemed penal.

"(*d*) That the admixture of dirt, mud, stones, sand, salt and other foreign matter in 'kapas' and clean cotton exposing them to dew at night as well as the sprinkling of water in the same, may be deemed penal.'

"(*e*) That the picking of unripe pods or bolls from the fields by cultivators and the extraction of unripe kapas called '*Gunkhelia*' from the same to be mixed with good ripe kapas may be deemed penal.

"(*f*) That the storage of kapas into damp under-ground pits may be deemed penal.

"(*g*) That the definition of the varieties of kapas and cotton intended to be prohibited from mixing and the area within which each of the inferior and superior variety is produced may be notified in the *Government Gazette* from time to time.

"*P. S.*—That the Native States of Baroda and Rajpipla, where superior long staple cotton of a similar quality as the Broach and Surat Districts is produced and where the practice of adulteration and fraud described above chiefly predominates, may be induced to co-operate with simalar legislative measures in the mutual interest of those States and the British Government."

Collector of Broach

I will supplement this by extracts from a report by the Collector of Broach.

The *Mámlatdár* of Jambusar reports :—

Rozi cotton mixed with Broach.

"'Rozi' cotton, which is an inferior quality of the value of $\frac{1}{16}$th of Jambusar cotton, is produced at a village in the north-east of the taluka. About 100 bhars (1 bhar=about 8½cwt.) of this are taken to Jambusar and '200' bhars to Karjan (Miyagam) and Palej.

"Some 60 bhárs of 'Rozi' cotton grown in the Kaira District are annually imported across the river and mixed with good cotton in the proportion of four parts good to one part bad.

"The present season (1890) having been unusually good the Cambay Ginning Factory was overworked, and some 700 bhárs of Rozi were brought and ginned at Jambusar. 'Rozi' is mixed with good cotton, baled and exported. This year a greater portion of 'Rozi' was separately ginned and baled. It does not appear that as yet the cotton of this táluka has deteriorated or fetches a lower price than formerly."

The Collector adds :—

"All cotton ginned is not mixed, but the quantity mixed is increasing and is likely to increase unless some check is introduced to prevent fraud, because honest merchants having to pay the allowances placed on all Broach cotton resulting from fraud, they are at an enormous disadvantage in competing with men who are not scrupulous like themselves.

Ghogari cotton.

In the heart of the Broach District a small quantity of cotton of inferior staple is found, called Gogbari cotton, which on account of its pure colour and large yield of lint, would, it might have been thought, have been largely used for mixing with the pure silky long fibre variety and ultimately have driven it out, in the same way that 'Waradi' replaced Khandesh Hinganghat, and the only explanation is that it is not equally prolific in all soils.

The following note was received by me from an European merchant at Broach whilst in the act of writing this paper :—

"I send you herewith two samples of Broach kapas.

"No. 1 is what is called Goghari, which means pure, fine, best. It is grown chiefly or, rather I should say, almost exclusively, around Bhimpura, a village near Amod, and is kept pure by selection of the plants and sowing the seed separated from the kapas by the charkhi, not by the gin. The cotton thus obtained, being a small quantity, is used by the local weavers.

"No. 2 is a fair sample of ordinary Broach kapas, *representing now a large portion of the crop*, deteriorated by admixture with foreign kapas and by sowing ginned seed having the germinating part injured by the knives.

"The outturn or yield of cotton per Broach khandi is about 49 dhadies of kapas for No. 1, and 64 dhadies of kapas for No. 2, a difference in favour of the former of 15 dhadies=¼ bhar (1,020 lbs.)=Rs 21 per bhar. At the present market price, the value of a 'bhar' is Rs. 88. On the present crop of Broach, which is estimated at about one lakh of bhars, this would enhance its value by Rs. 21,00,000—if it were all 'Ghogari.'"

I submitted the two samples to experienced judges in Bombay. The colour of No. 1 is so beautiful as to make up for a short and coarse staple, harsh, brittle and warty, and lacking 'sheen,' and the opinion was expressed that the lint adheres too tightly to the seed to allow of its removal by ordinary gins without damage to the fibre. On account of its colour it was valued by some, who practice mixing, at only Rs. 6 below "Fine Broach," but others put it at from Rs. 12 to Rs. 15 or even Rs. 20 less. No. 2, however, was dirty, uneven, and a layman could see that it was not nearly equal to a sample of "Fine Broach," which I had obtained from the Collector for comparison, so that, representing as No. 2 did a "large portion of the crop," we have evidence of serious deterioration in the genuine Broach staple. The defect in the staple of No. 1 makes its intrinsic value less than the long, strong, silky Broach, but a spinner would gladly take Broach with an admixture of it, on account of the fine colour, and pass it as "Broach" with a deduction on arbitration. If, however, attracted by its superior yield the cultivators grew it exclusively or even extensively, it would then have to depend upon its own merits, which are not nearly equal to pure Broach. The spinners who appreciated its colour would soon find out the inferior qualities of the fibre, the price of all 'Broach' cotton would rapidly fall, and to the rayats the increased yield would not be made up for by the decrease in price. At present the growth is too small to need notice, but should, for any cause, it extend, it would be absolutely necessary to protect the pure Broach fibre from admixture with it. Meanwhile it will be noted that the greater part of the real 'Broach cotton' is said by a competent judge to have deteriorated. All authorities say that it has been doing so slightly for the last two or three years.

In the 'Addendum' (page 34) and Appendix E further information will be found about Goghari cotton.

Evidence of an English merchant at Surat.

Next, I will give extracts from another letter written by an English merchant of long-standing and experience at Surat :—

"Since the abolition of the Cotton Frauds Act the importance of seed-cotton of an inferior quality to that grown in Surat and Broach is carried on with impunity. The circumstance, as stated in Mr. Sheppard's No. 3 of 1885, is quite fresh in my recollection, and is a positive fact, that kapas from a Bengal district, called Beawar, was brought to a ginning factory at Kim, a station 18 miles north of Surat; was actually mixed with the indigenous growth; ginned; despatched to Bombay as pure Broach machine-ginned, and was sold. Quantities of seed-cotton from Chalisgaon, Pachora, Kajgaon, of the Varadi quality, the worst description grown in the Khándesh Districts, are brought here and ginned. Another quality called 'Kuski Kapas' has been received at a ginning factory at Sáyan station (from villages in Central India) *viâ* Godhra and *viâ* Badurpore (in Chota Udepur) through the Dabhoi line. This is a very inferior sort of 'kapas,' and has been ginned, and used for adulterating purposes with the indigenous growth. This year (1890) seed-cotton was brought to Surat from Khándesh, also from Nandurbár, of a very inferior quality, and was ginned at Sabargaum and Varasha factories. From Anand station in the Kaira District 'kapas' was taken to Navsari, from thence to Sisodra ginning factory, and ginned. Again, the merchants are now feeling their way to a place called Nandurbar, due east 80 miles from Surat in the Khandesh District; they have brought that seed-cotton to this district in small quantities this year, but intend to operate largely next year. What is really entitled to the name of Broach cotton is the quality that is grown in places, the northern limit being the Vishmantri River, and the southern Amalsad near Navsari; eastern, the Bardoli District across the Tapti, from Mandvi to the Rajpipla State, across the Narbada, to the Vishmantri River. This is the extent of territory that produces pure Broach. But cross the Vishmantri towards Baroda we come across a very inferior quality of seed-cotton called 'Rozi Kapas.' A good deal of this, on account of its cheapness, is introduced into the Broach District for adulterating purposes.

Places from which bad cotton is imported.

"With the importation into your district of all the inferior grades of seed-cotton as stated above, I have not the least hesitation in saying that our cotton has deteriorated in quality. Prior to the abolition of the Act Broach was renowned for its staple, its colour and its silkiness; in appearance there was a peculiar sheen or glossiness. With these qualities the cotton was in great request in the great spinning centres in England and the Continent. But at the present day the consumers, being made aware of the malpractices of merchants in Bombay, have, when purchasing, adopted a protection clause called guaranteeing, which means that every bale of cotton exported is viewed with suspicion and distrust. Those exporters (Europeans), on the other hand, who are as yet free from the taint have got to submit to their constituents at home the hybrid quality that is now produced (on account of the mixture of

Former high character of Broach cotton.

different qualities of seeds), with the result that allowances are given by the exporter. 'No staple, no colour, no softness,'—is the annual jeremiad from the consumers. This incontestably proves that the want of confidence, apprehension and misgiving displayed by the consumer mean that he is convinced of the deterioration of the cotton, due, in the first place, to the hybrid quality now produced, secondly, to the baneful process of adulteration. Regarding the question of price, whether it is relatively lower than formerly, this would seem to many an enigmatical problem; the adulterator from his platform will deny that prices are lower. But the truth, as is apparent, is that it is the Exchange that gives a fictitious value to our exports and in like proportion we purchase from rayats at a remunerative rate. The real test is not the money value, for that may vary according to the fluctuations of Exchange, but the actual feeling and opinion of the consumer is to be taken into account. From them we hear of heavy allowances, false packing and all the tricks that go to constitute fraud. Evidently then, with a low Exchange, the *experimentum crucis* of the value of the cotton is whether it sustains its credit, its reputation with the consumer, or whether it is at the outset discredited. Since the abolition of the Act this evil is assuming greater proportions yearly. I full-press my cotton at Surat before despatch to Bombay, and have found in many instances, after opening the bales of cotton that arrive from the district ginning factories, layers upon layers of seed-cotton sprinkled in the clean cotton, lumps of black soil thrown in to increase the weight, pieces of oily waste cotton-seed, dirt of all kinds mixed for the purpose of ill-gain.

Complaints.

Foreign matter.

"Instances of clean cotton imported into our district are rare. There is no need to import clean cotton; for the adulteration can be better effected by mixing the imported seed-cotton with the indigenous growth.

"From what has been said, it is a question of commercial morality *versus* immorality. The adulterating merchant may by his extensive mixings, by the expertness of his broker in London or Liverpool, by a favourable turn in speculation or by a cotton corner—he may make a fortune and retire. But some consideration must be shown to the position of those who are not tainted yet, but who will and must, for existence sake, be inevitably drawn into the vortex; and also the condition of the rayat, who, at Exchange at 1*s.* 4*d.*, has been enjoying an illusive and fictitious existence, but who with Exchange at 1*s.* 10*d.* and a discredited article of export, will feel it sorely.

Morality *versus* immorality.

"The cultivator is quite helpless. He is a victim to the rapacity and avarice of the adulterator. Unwittingly, unknowingly he purchases the insidious stuff that is destroying the quality of its produce. In this connection if we read Mr. Sheppard's No. 3 of 1885, clause 5, how ominous it sounds? It amounts to a prophecy. I have no hesitation in saying that Government by its apathy and unaccountable indifference are unknowingly fostering the fraudulent practices and not protecting those who need their protection.

Cultivators helpless.

"The credit of the most valuable article of export of this Presidency is at stake; the revenues of Government will be jeopardised; the rayat will be impoverished; probity, honour and rectitude will be at a discount, if Government does not step in and demolish the fraudulent and mendacious masquerade that is being enacted, especially in Bombay City."

Collector of Surat's account.

I have received the following remarks from the Collector of Surat :—

"By the railway a large import into Surat has grown up of recent years. By this way about 4,000 Bengal maunds were, during the late season, brought round to Surat and 775 to Sayan from Chalisgaon, &c. A still more profitable line is the road across country from Nandurbar in Khandesh which is said to grow a still cheaper and nastier cotton than the famous Waradi. This year (1890) consignments were brought to the gins at Waracha and Sahargam of this district, and the experiment proved so successful that a large expansion of this nefarious traffic is anticipated next year. By an irony of fate, if all the allegations are correct, and if no repressive is adopted, it will only need the projected railway along this line of country to complete the ruin of the district as a cotton field.

Fraudulent mixing of imported varieties.

"That this growing trade in inferior 'kapas' has for its object fraudulent mixing with the superior local variety there can be no manner of doubt. The local spinning mills obtain their raw material mostly from Viramgam, Wadhwan and Bhavnagar, and it is, mainly at least, ready ginned. Kaira, the Panch Mahals and Khandesh, on the other hand, send their rubbish that it may pass through the local gins and find its way into the European market under the good name of Surat.

* * * * * *

"If it is true that the local product is degenerating—if it is losing its valued staple, colour and silkiness,—then, I think, the inferior seed cotton should be kept out at all costs. Nothing short of vigorous measures will be effective. I would divide the country into tracts already well recognized, and absolutely forbid the transit of 'kapas' or unginned cotton from an inferior tract into a superior. So far as I can see, no just interest would suffer by such an arrangement, since no honest man at Chalisgaon can wish to send his cotton all the way to Surat merely to be ginned and brought back again to Bombay. Nor would local mills suffer, as they would import their raw material ready ginned."

Mr. Ranchhodlal Chhotalal's account of Laria and Ahmedabad cotton.

Upon Ahmedabad and North Gujarat cotton I will quote Rao Bahadur Ranchhodlal Chhotalal, C.I.E., the President of the Ahmedabad Municipality and founder of the mill at that city. He it was who at the Nadiad Agricultural Show first drew my attention to the evils I am describing, though he almost despaired of all hope that Government would interfere :—

"My impression is that since the abolition of the Cotton Frauds Act the evil of mixing the good and inferior varieties of cotton has

greatly increased, which is sure to injure the good name of Gujarát cotton in foreign markets, and is likely to discourage cultivators from attempting to improve the quality of cotton.

"In the Ahmedabad District there are two sorts of cotton grown: one is called Lallia and the other is called 'Wagria' or Kala cotton. The former is picked from the pods (which open wide) in the fields, and as the pod of the latter is partially closed, it is collected with the pods (a pod is called 'Kala' in Gujarati). In the districts near Dhandhuka and Dholera Lallia cotton is called 'Pumeria' (derived from the word 'Pumra,' meaning a pickful); the one which is picked with the pod or 'Kala' is called 'Sukalia.' The Sukalia cotton grown near Dhandhuka and Dholera is more leafy than the Wagria cotton and generally fetches a much lower price. The cotton which is picked with pods is naturally more dirty than the other, because dried parts of the pods and leaves get mixed with seed cotton and 'kapas' and the cotton ginned therefrom is not so clean as that got from the seed cotton picked from the plants.

"The Lallia and Wagria are two different varieties of cotton. The Lallia is finer in staple and more silky. Lallia cotton cultivated in the villages near Bavla is much longer in staple and is equal, if not superior, to the fine Broach cotton; but now-a-days it is difficult to get *pure* Lallia cotton. It is more or less mixed with the Wagria or Kala cotton, and goes from here under the name of Ahmedabad Lallia, but never fetches a price equal to that of Broach.

Mixing with inferior variety.

"Thousands of maunds of seed cotton come under the name of Lallia to be ginned in Ahmedabad, but there is hardly a heap which is not mixed with the Wagria cotton.

"The Wagria cotton, though inferior to Lallia, is not altogether a bad cotton. Good Wagria would go as 'Good Dholera cotton' and good Lallia as 'Broach cotton.' Since the opening of the Rájputána Railway people find it practicable to bring into Gujarat short stapled Marwar cotton, which can be classed under the name of Bengal cotton, and have it mixed with Gujarat cotton. This practice must injure the reputation of the Gujarat cotton in foreign markets.

"The practice of taking cotton from one place to the other for mixing, according to my information, is increasing every day, and I have heard that people take away cotton from Viramgam or Ahmedabad to the Broach District, and have it pressed there and export it under the name of Broach cotton. In the same way the short staple cotton grown in the Kaira, Nadiad and Petlad Parganas is exported towards Dholera and is shipped under the name of Dholera cotton.

Exportation under false names.

"These practices are said to be not unknown to the European merchants in Bombay, and since the abolition of the Cotton Frauds Act the practice of mixing cotton of different varieties is said to be carried on in Bombay itself openly.

"I quite agree with you that the ultimate result of these evil practices will be against the true interest of this country, for the Indian cotton is every year losing its ground in English and other European markets."

The Administrator of the State of Rajpipla gives an instance of questionable dealing in that locality :—

"Just as inferior Kaira cotton is transported to Dholera to be mixed there with the superior cotton of that locality, and to be subsequently sold as Dholera cotton, so we have people in a few villages in the Nandod Taluka, who remove cotton grown in those villages to Lachhras, a village in the above taluka, which has a reputation for yielding superior cotton to that grown in the neighbouring villages. It is there mixed with Lachhras cotton, and sold as such. The deceit thus practised is confined to a very small area and is in respect of one village only, *viz.*, Lachhras. The traders also know very well, as a rule, what they are about when they purchase Lachhras kapas mixed with inferior varieties. It would be well, however, to issue another notification, informing all concerned that any persons bringing other kapas into Lachhras, and fraudulently selling it as Lachhras kapas, would be prosecuted and severely punished."

Lachhras.

Of saw-ginned Dharwar I personally know nothing and only give the following reports for what they are worth. No doubt, climatic deterioration has affected the exotic plants, but the writers, who are native gentlemen of experience and acuteness, may be trusted to for correct observations.

Mamlatdar of Hubli's account of Dharwar cotton.

The Mamlatdar of Hubli writes :—

"Cotton of inferior and superior quality, *i. e.*, indigenous and exotic, is grown in this district itself and is mixed for adulterating purposes.

"To ascertain the mixture of both varieties I obtained some samples of seeds said to be of exotic cotton from Hubli market that has been ginned during the past season in different ginning factories, and I find that among 277 grains of seeds the mixture is in the proportion of 185 grains of exotic or American to 92 grains of the indigenous variety. That is to say, the indigenous cotton is mixed with American or what is commonly called saw-ginned Dharwar cotton in the proportion of 35 per cent. Once the seed cotton of two varieties is ginned by the saw-gin, it is difficult to judge by the cleaned cotton the proportion of the mixture which is sold in the market as saw-ginned Dharwar. But the proportion of the mixture of the two varieties ginned together can be clearly seen by the seed that is produced in the process. * * * * *

Mixing of cotton in fields and gins.

"The saw-ginned cotton of this district appears to have greatly deteriorated of late. In 1883 the price of fine Dholera was quoted in Bombay at Rs. 179 per khandi and the price of saw-ginned Dharwar was Rs. 177 (*vide Bombay Gazette* of 28th April 1883). Now the fine Dholera is quoted at Rs. 190 and the saw-ginned Dharwar Rs. 180 (*vide Times of India* of 21st July 1890). The relative difference, which was only Rs. 2 in 1883, is now Rs. 10 per khandi. Formerly the seed cotton or 'kapas' of the exotic cotton fetched in the local market Rs. 10 to Rs. 12 per 'naga' (of 48 maunds) more than the 'kapas' of the indigenous variety. Now there is hardly any difference between the two. This is a heavy loss to the cultivator of the exotic

Deterioration of Dharwar exotic.

cotton. Since the abolition of the Cotton Frauds Department and with railway facilities for despatching cotton in a fresh state to Bombay, a good deal of indigenous cotton which formerly used to be ginned by foot-rollers is now mixed with exotic and ginned by saw-gins.* Foot-rollers can be worked only by women. During the picking season female labour is scarce and is not available for preparing the Kumta cotton for the early market. The saw-gins being worked by men, they can put to work early, *i.e.*, about the time when the prices for new cotton are ruling high in the market. The saw-ginned Dharwar cotton fetches also about that time a much higher price than Kumta (*i.e.*, indigenous cotton ginned by foot rollers).

"The saw-gin owners are now therefore mixing a good deal of the two varieties together, by which they not only gain by early high prices in the market, but also in being able to prepare a much larger quantity of the cotton for the early market than they were able to do before.

"The mixing of the two varieties is not the only form of adulteration carried on in this district. The indigenous ginned by foot-rollers is largely mixed with uncleaned cotton, commonly called 'kapas' of the same variety. The latter is exposed to the sun and well beaten to open up the fibre. It is then mixed in thin layers while packing the clean cotton into dokras. This sort of mixture, which is intended to add to the weight of cotton, often escape the notice of purchasers, or even if it is noticed, no accurate calculations can be made as to the exact weight of its mixture. Admixture of loose seeds in Kumta or indigenous cotton and ginned refuse and chips of seeds in the saw-ginned or American cotton is also a prevailing practice of adulteration in this district, and the evil has been increased a good deal since the abolition of the Cotton Frauds Department. The proportion of admixture and the extent of adulteration of the cotton often depends upon the tone of market. When prices are rising, adulteration is largely resorted to; but when prices are going down, the gin owners of cotton are more careful to prepare their bales for market, This is because the buyers during the rising of prices are less particular about the quality of the cotton, their object being to secure a large quantity. The exotic cotton fields are also sown with mixed seeds. But the rayat now derives no benefit from sowing the different varieties of seed together in one field, nor does he care to sow exotic cotton pure, because he does not get a higher price for the 'kapas' produced thereby. The rayats get every year a supply of cotton seed from local gin owners, which is generally mixed with a proportion of exotic If their produce were sold in the market in a pure state they would be immensely benefited by the cultivation of the American cotton, and there would also be a likelihood of the increase in the cultivation of exotic cotton. The present fall in the prices of American cotton, or what they call saw-ginned Dharwar cotton, is due solely to the mixing of the two varieties of cotton by the cotton dealers, who are commonly the saw-gin owners of the district.

Mixing with uncleaned cotton;

Increased since abolition of Frauds Act.

Advantage that would follow selling pure exotic.

* Platt's gins for indigenous cotton are also now used to a small extent.

"The mixing of the indigenous and exotic 'kapas' and ginning it through saw-gins causes the machines to get out of order and unfit for turning out a good quality of cotton. The saws of saw-gins which are adopted for ginning the pure American staple do not act properly when indigenous 'kapas' is mixed with exotic, as the former gathers a good deal of dirt and stones in its picking, contact with which blunts the teeth of the saws and consequently the fibre is cut and torn to pieces.

Loss caused by ginning two kinds together.

"It is said that pure exotic or American cotton is rarely available in this district, there being at least 10 per cent. of the indigenous variety mixed with the exotic seed at the time of sowing. Such admixture is now considered here to be pure exotic, which being bought at a higher price is mixed again with other cotton containing a large admixture of indigenous cotton, which is cheap. It is thereafter sold as saw-ginned Dharwar with the object of obtaining the full-price of pure saw ginned, which has naturally deteriorated the standard of the saw-ginned Dharwar to such an extent as to fetch sometimes a smaller price than the pure indigenous cotton."

Pure cotton not purchaseable.

Mamlatdar of Karajgi's account. The Mamlatdar of Karajgi writes :—

"Many instances can be noticed of mixing of different varieties of cotton in the ginning process. This I can say from my own experience and from information I have got from dealers in cotton. The mixing of different varieties of seed cotton is partly ascribed to the mere carelessness of the cultivators and partly to the deceptive intention of the dealers in cotton. I base my assertion on the practice obtaining in the taluka and also everywhere. The cotton cultivators in this country generally grow indigenous as well as exotic cotton in their fields. After picking up the seed cotton the rayats do not take the trouble to store it in separate places. They heap it side by side or heap it mixed. The gin owners buy the cotton as it is sold ; and taking no trouble to separate it, gin it. Thus seeds of both varieties of cotton are mixed up. The same seeds are used next year for sowing purposes. In this way the cotton degenerates by degrees year by year, and consequently it fetches relatively a less value than before. Another reason for this result is that in former years indigenous cotton was almost always cleaned by women with the assistance of foot-rollers, but now-a-days it is mixed with exotic cotton and ginned. Consequently the cleaning of cotton with foot-rollers is almost stopped. There is one more reason why exotic cotton which used to fetch so high a price has at present fallen so considerably in value. The black soil is considered the most suitable for cotton sowing. During the last five years rayats sow exotic cotton in the red soil. The produce is short-stapled and reddish. The exotic cotton produced in the black soil and that grown in the red, which is known here by the name 'Dharwar Charka,' do not resemble each other in quality. Both these varieties are generally mixed, ginned and sold under the nomenclature of Dharwar sawginned.

"The practice of exporting cotton in seed does not exist. It is ginned and exported in bales to Bombay via Kumta, and most of the cotton is sent to Hubli to press and thence it is sent in pressed bales.

There are complaints that seed cotton, dirt, stones, &c., are found in bales exported from above ghats to Kumta. There being no special law in force on the subject, the cotton merchants have the option of prosecuting the offenders under the Penal Code. Instead of going to seek redress in courts of law, cotton dealers undervalue the whole of the bales and the bargain is thus amicably settled. As they do not come to court under any circumstances, it is very difficult to name specific instances."

Collector of Bijapur's account.

I will now give an extract from a report by the Collector of Bijapur :—

"It appears from the Bagalkot Mamlatdar's report that the indigenous and exotic cottons grown in Bagalkot, Hungund and Bagevadi which come to Bagalkot for sale, are mixed in the cleaning process with each other, and with the same varieties from Ron, Nargund Jamkhandi and Mudhol, and that an inferior quality is thus produced. The Mamlatdar of Bijapur suspects that the inferior cotton of Bijapur is mixed with superior cotton of Bajevadi and Sindgi before it is sent to Bombay."

Superintendent of Khandesh Experimental Farm.

Of Khandesh cotton the Superintendent of the Bhadgaon Government Experimental Farm gives the following account :—

"A small quantity of Waradi seed cotton is exported to Broach, not so much for the purposes of mixing inferior Waradi with the superior Broach, for making larger profits, but in order to meet early (January) deliveries for which contracts are made months before. I am told that the higher price of cotton seed at Broach compensates the merchant partly for the expenses he incurs in sending for seed cotton over such a long distance. The railway charges for carrying seed cotton are much higher than for carrying full-pressed bales of clean cotton. But when a merchant has to supply a certain quantity at a certain price, at a certain time and at a certain place, if he cannot find the required quantity, at the place agreed upon in the contract at a remunerative price, he goes out to buy it elsewhere ; and if the prices are ruling high at the time, the purchaser does not object to take what is offered. Formerly, I am told, a larger quantity of Waradi cotton was taken to Broach by road, but the quantity has fallen off and what is now exported to Broach is mainly by railway. How much of Waradi seed cotton and clean cotton is thus exported may be ascertained from the railway authorities.

Reason of exporting Khandesh cotton to Broach.

"As regards the import of inferior quality of seed cotton into Khandesh from neighbouring districts, this is impossible, as there is no other variety of cotton considered inferior to Waradi in this presidency, and Waradi is the one that is grown in the whole district of Khandesh.

"The mixing of different staples is much better effected in the openers before the ginned cotton is pressed into bales than in the gins during the process of ginning the seed cotton. Whatever mixing is practised in Khandesh, it is done in presses and not in the ginning factories. The higher price fetched in Bombay by cotton booked from the railway station Jalgaon is on account of the better quality of cotton, namely, Bani,

Mixing at presses.

imported into Jalgaon from the Berar Provinces. Hardly any Bani is grown in Jalgaon or other talukas of Khandesh. It mostly comes from the Berars. Dharwadi or acclimatized American is not now grown to such an extent as to affect the price of Khandesh cotton. The Berar cotton is imported into Khandesh on account of ginning facilities and for no other reason.

"The Jalgaon is certainly now fetching a lower price than formerly and this is mostly due to the greater admixture of Waradi with the imported Bani. But the price of Waradi has up to last year been on the increase. This is due to the fact that it is largely used by the cotton merchants to mix with long staples to improve their colour. At present, on account of the high exchange, the price of Waradi is Rs. 50 lower than what it was a few months ago. It is now unsaleable as even the Bombay mills, which consume a large quantity of it, find it profitable to buy long staples because the price is low. If this state of things continue, and if means are adopted to stop the admixture of long and short staples, there will be a sufficient difference in the prices of the long and short staples to make it worth the while of the cultivator to grow the superior variety. I have discussed fully the merits of different varieties of cotton (indigenous and exotic) in paragraph 8 of the Annual Report of the Khandesh Experimental Farm, 1889-90.

Fall in price of Jalgaon cotton.

"What specific means should be adopted to remedy the evil is beyond my present knowledge to answer. Information is required about the cultivation of cotton and the cotton in the Bombay Presidency, Native States, Central Provinces and the Hyderabad Assigned Districts to suggest practical remedies. In my humble opinion, a Commission appointed by Government could alone grapple successfully with the whole question. I make no doubt that if the present low price of cotton continues, any remedies suggested by the Commission will be readily adopted by both cultivators and merchants. I am of opinion that the Commission, to make it a success, should consist of Revenue officers from the cotton districts of this Presidency, the members of the Bombay Chamber of Commerce, Cotton Trades' Association, Bombay Mill Owners' Association, and prominent citizens of Bombay who have no interest in the cotton trade. And the witnesses before the Commission should be called from the cotton-growing districts of Bombay Presidency, Native States, Hyderabad Assigned Districts and the Central Provinces. There should be no time lost in appointing such a Commission, as otherwise, if the low price of cotton continue, the land revenue will greatly decrease. In Khandesh, where the area under cultivation has of late years increased considerably, the cultivator will have no other crop to fall back upon if he finds it unremunerative to grow cotton. The place of cotton could be only taken by other export crops, such as wheat and linseed. But these are rabi crops and in the cotton-growing districts of Khandesh we are not, as a rule, favoured with the late October rains to grow them with any degree of certainty. Much of the land which is now devoted to cotton cultivation will, therefore, be given up and the Government will lose so much of its land revenue."

Commission recommended.

Why, unless with the object of simulating Broach, the expense should be incurred of sending worthless Khandesh cotton an *unneces-*

sary journey of 400 miles from Bombay to Broach and back, does not seem to have occurred to the superintendent.

At the risk of tediousness I must add, in conclusion, the copy of a letter from two Native merchants trading in the City of Bombay itself, both gentlemen of the highest standing and respectability :—

Account by two leading Native merchants of Bombay.

"Having been in the cotton-selecting line for nearly a quarter of a century we naturally take a great interest in the cotton trade of Bombay, and as we learn you are at present collecting information about the adulteration of cotton in this Presidency, we beg leave to address you the few following lines, not with the view of putting ourselves forward but merely laying what little information we can give of our own personal knowledge, leaving you to use the same as you may judge best.

"The abolition of the Cotton Frauds Act, Sir, was always and from the very beginning viewed by us with great distrust, and we have always understood it to be a great mistake. The adulteration of cotton, which has gone on growing from year to year since the abolition of the Act, has now reached its climax and has been the means of causing all the Indian cotton to be viewed with suspicion and distrust in the European markets. This, we think, is a complete answer to the opponents of the Act, who argued that Government interference was not necessary as the merchants were themselves able to take care of their own interests. For the adulteration of cotton going on yearly increasing ratio distinctly proves the futility of their arguments, and clearly shows that merchants are not able or strong and willing enough to take care of their interests without having Government assistance, as some of them particularly boasted at the time.

Adulteration up-country.

"We can, from our own experience, safely state that all the cotton forwarded from Berars and Central Provinces is more or less mixed with Varadi and other lower descriptions of short-stapled cotton, and that hardly any comes here unadulterated. The Barsi and Nagar descriptions, which were to a greater extent free from adulteration, have this season (1890) begun to share the same fate. Hinganghat, which used to be the best or premier description and greatly prized, is now almost extinct.

"Broach, the best staple cotton of India and which commanded a price slightly under the mid-Americans, is also much deteriorated and mixed in the districts before ginning with inferior descriptions of 'kapas.'

"Bhavnagar is mixed in the country with lower descriptions of Dholera and mostly with Veraval, which latter has a separate quotation in Liverpool. In fact, last season we have seen cotton pressed in Bhavnagar and offered here for sale as Bhavnagar cotton, containing a much larger proportion of Veraval, and in one or two cases purely Veraval cotton.

Fraudulent marking in Bombay.

"The absence of press marks, which formerly used to be insisted on by the Act, leads also to fraud. We have known Jalgaon cotton pressed at that station, on arrival in Bombay, having the end-gunnies bearing the Jalgaon station mark changed for old end-gunnies bearing

the Khamgam Railway mark, and after such manipulation the cotton exposed for sale as Khámgam, which always commands a much higher price. We are also informed that some dealers even go the length of taking cotton pressed in one district to another station and forward from thence to Bombay to show off the railway marks of the station in order to get a higher price.

"The above refers to the up-country ginning and pressing, and now we beg to give below according to our own personal knowledge a few mixing as are now practised in Bombay :—

Systematic mixing practised in Bombay.

Umras are manipulated with Seoni, Harda and Bengal, &c.,
Nagar with Dhulia, Badiad and Ispahan.
Broach with Una, Mundra, Ispahan, Multan, Ambli, Viramgam, Ahmedabad (of course all ginned), and even *cotton fly or fluff.*
Bhavnagar Dholeras with Umreth, Bori, Veraval, Cutch, Jodia, Sindh and Persian.

"It is not the case that only one of these is mixed, but many a time all the descriptions are put in together in different proportions. We may mention that to prevent immediate detection and for thorough mixing, a new system has latterly come into operation in the Bombay presses, and that is to pass all the mixed cotton through an opener before pressing.

Mixing by means of opener.

"Taking into consideration the above, and the fact that Indian cotton is so much looked upon with suspicion and distrust that Liverpool had lately been forced to resolve upon opening for inspection every bale of each shipment separately, we think Government will not be a day too soon in taking the matter up and promptly adopting most stringent measures for checking the adulteration before the Indian cotton wholly loses his status in the European markets. Cotton being the chief staple export of India, it will be a national calamity if the trade in it in any way suffers, for it will not only cause a great loss to the rayats and merchants, but it will, in our humble opinion, inflict loss also in some measure on Government.

Distrust at Liverpool.

"We do not presume to advise Government, but humbly think it will be essentially necessary not only to look after the sowing of better kinds of cotton seeds, but also to provide for a stringent and efficient supervision at the gins and presses in up-country to prevent mixing of 'kapas' before ginning any cotton before pressing, and especially also a stringent supervision in Bombay presses to prevent the gross mixing, and also that the supervisors strictly enforce the marking the names of the presses at which the cotton is pressed, as used to be formerly done."

Remedies suggested.

One of the gentlemen adds :—

"I can from my own experience in the Dharwar districts affirm that the abolition of Government supervision has been followed by rapid deterioration of what once used to be reckoned the premier cotton of India. On the one hand the gins are utterly neglected and on the other indigenous and exotic seeds are mixed indiscriminately both in the fields and at the gins."

Evil results of Government neglect.

The cant objection to any legislative action is that if it pays the cultivator or merchant better to sell pure cotton they will do so, and that if the Manchester spinner wants a good article and will pay for it he can get it. This objection has been made over and over again, but the answer is plain. The circumstances of the trade prevent it. An English gentleman of unequalled experience in the cotton trade of Western India, the representative of a well-known cotton firm, tells me that the adulteration of cotton is so difficult to detect that Native merchants can afford to pay at Broach Rs. 2 or Rs 3 higher than he does for pure cotton, and they often cut him out and prevent his dealing, as they adulterate the staple later, which he does not. Of course, so far this is an advantage to the producer, as it tends to abnormally raise the price of cotton. The fact is that the Native merchant, and for the matter of that the European merchant in Bombay, finds that it pays him better to sell an adulterated than a genuine article. The Bombay Chamber of Commerce wrote some years ago :—

Demand for pure cotton does not result in supply.

Abnormal price paid to procure Broach for adulteration.

"Upon numerous occasions Government has called upon the merchants to check adulterations and fraudulent admixtures, apparently under the impression that it was specially a merchants' rather than a planters' question, and that the former were deeply interested in purchasing a pure article. This, however, is by no means the case, and the whole business of a merchant is to buy in the cheapest and sell in the dearest market, and if he believes that, taking price into consideration, he will reap a higher profit from the purchase of adulterated saw-ginned (Dhàrwar) cotton than he will from the finest Broach cotton, he will purchase the adulterated in preference to the pure article."

The demand for cotton at Manchester is so great that they would rather have mixtures than no cotton at all, and one unwholesome feature in the trade at present is the prevalence of the guarantee system, under which English firms of high reputation, acting more as commission agents than merchants, forward under their own names cotton belonging to Native merchants for a small percentage upon the price, the Native merchant hoping that the name of the English firm will carry his adulterated wares through, while, as he guarantees the English firm against any loss, that firm does not incur any pecuniary responsibility for the fraud committed in its name. On this subject I would quote an argument used by the Honourable M. Sorabji Shapurji Bengali in the debates on the Cotton Bill in 1877 :—

"As to the adulteration in piece-goods having been carried to an extraordinary extent and afterwards the trade righting itself, and as to the argument that, therefore, the cotton trade ought to right itself in the same way, it should be remembered that the two cases are altogether dissimilar. If a man in Manchester prepares and finishes a fine piece of shirting, an honest article, it cannot be afterwards adulterated, so that after its production and issue ticketed there is no danger of its being adulterated; but after

Mr. Sorabji Shapurji Bengali's views.

cotton is produced by the cultivator, it is liable to adulteration. So in the one case there is an inducement to adulterate after production and in the other there is none. On that account piece-goods could right themselves, but the trade in cotton could not. There is a point in the petition of the Bombay Association regarding the Central Provinces, where they say there is no law and no adulteration of cotton. A person who is practically acquainted with the cotton trade at the present time writes to me:—'In the Central Provinces there is no Act relating to cotton frauds, and consequently Hinganghat cotton, which is the best in India, is adulterated. To the south of the river Vardha lies the province of Berars. The cotton produced there is ordinary Amraoti cotton, and the Marwadi dealers of Hinganghat are in the habit of buying Berar 'kapas,' (which sells cheaper than Hinganghat 'kapas,') for mixing with the genuine Hinganghat 'kapas.' Both are mixed and then ginned, and thus a great portion of the finest cotton in India is adulterated. The rayats do not do this; they bring the 'kapas' to the market as it is produced in the fields.' It would appear from this that scarcely any real Hinganghat cotton is exported to Europe. One man adulterates his cotton and is able to sell it so many rupees per khandi cheaper than another, and if his neighbour sells his cotton pure he is forced to be a loser. Competition forces one dealer to follow the example of another, or he cannot go on with his business; and so it is impossible, or almost impossible, when adulteration has once been introduced, for the article to regain its position, except through the intervention of the law."

Competition induces frauds.

Can then Liverpool and Manchester not help themselves? They have just made the attempt. Irritated beyond endurance at the frauds which are practised, they have passed a series of special resolutions enabling them to open and test, not merely a percentage of bales, but every bale, examining the cotton not merely on the bottom of the bale where the cotton is loose, but on the top side of the bale which has been pressed as hard as a stone, and even in the *middle* of the bale, which means pulling the entire bale to pieces, and to reject the cotton or even return it to India if not up to sample. I learn that they have fined the merchants of Bombay and Gujarát upwards of 40 lakhs of Rupees for last season's trickery, and the Bombay Cotton Association, taking alarm, have framed rules that a buyer may insist on 5 per cent. of bales purchased in Bombay being opened, and, if there is a dispute, 10 per cent., of which 3 per cent. may be opened outright, instead of only one-third of the bale as is usual. The cost opening each bale is Rs. 2. Conceive the loss which this means to the trade. The Cotton Act impost, which was made so much of, 2 annas a bale, imposed Rs. 12-8-0 on every hundred bales. The merchants therefore *themselves* now allow a possible tax of Rs. 200 per hundred bales, let alone the cost of opening bales in England and the delay and vexation in both countries. I am told that since attention has been attracted to the subject thousands of bales have had to be opened and re-pressed in this way, and one of

Can English consumers not help themselves?

Stringent measures adopted in Liverpool,

and in Bombay.

Burdensome to trade.

my informants estimates that the cost to the trade last year in Bombay alone was Rs. 35,000, let alone the depreciation to the unopened bales, which a buyer will not be inclined to bid high for when he sees them surrounded by numbers of opened bales rejected, not on arbitration alone but on mere sampling. I will not now argue the point, out of whose pocket the expenses come; but I should think in the end out of the producer's, as it means a bad name and a lower price to all his cotton. In any case a general state of suspicion is not wholesome for trade, nor do vexation, trouble and waste of time contribute to the national prosperity. I do not entirely hold the English purchaser free from blame. Owing no doubt, to the perpetual fraud from which he has suffered, be cotton good or bad, unless it bears the private mark of a great firm which selects and presses itself, consumers, or rather the Liverpool go-betweens, will not pay a fair price for a good and pure article. An English merchant, a friend of mine, who exports largely, when at home last year went to Liverpool, and asked what price they would give for cotton selected and guaranteed by himself. The reply was most discouraging. It is the story of wheat over again. English merchants insist on a certain refraction, and Indian exporters who come into the possession of clean wheat are compelled to break up threshing yards and mix the soil with the grain, as the English importer will not take the trouble to distinguish between good and bad and insist on the millers paying a higher price for the good. A letter in the *Bombay Gazette* of 24th December last, signed by an "European Baler," puts the matter clearly:—

Faults of consumers in England.

An 'European Baler's' views.

"It is, indeed, true that, in the beginning, the real culprits in the matter were the Native packers in India, but the abuse has gained strength only through the connivance of shippers and spinners. Adulteration of cotton is practised only because it is profitable, and it is certainly the buyers who allow it to be so; in fact, the spinner at home is deceived because he wants to be deceived, that is to say, because he will run the risk of buying doubtful cotton from any firm rather than pay a trifling premium for the good selection offered to him by firms of repute. In spite of all his sad experience in former years, the spinner will, as a rule, not abandon this shortsighted and mistaken policy. He will, indeed, complain most bitterly of the injury inflicted upon him; he will exclaim that 'he has a right to be protected from imposition of this kind,' but he will not protect himself, nay, he will do everything in his power to give a further stimulus to the practice of adulteration. There are, no doubt, some shippers (though, I am afraid, there are only a few) who, during the last few seasons, have supplied the spinner with good cotton of even selection and honest packing, while there are others who have delivered nothing but rubbish. Yet this year, 'the poor, injured spinner,' having two offers in hand, will readily accept the one from a shipper of the latter class, provided it be $\frac{1}{16}d.$ or $\frac{1}{32}d.$ lower than the other emanating from honest people. Thus matters have been going on for years and years."

One result of the severe measures adopted last year is, I am

informed, that Native merchants are at the present moment afraid to enter into forward contracts, fearing the expense of opening and arbitration.

Can Government remain quiescent?

The question then arises, ought Government to be satisfied with the merchants' recent determination to examine one another's cotton more thoroughly, and will they be justified in resorting to a favourite and not unnatural policy, when a Government is brought face to face with an unpleasant subject, viz., a resolution that they will "await the results of the measures already taken before deciding to interfere?" I venture to think not.

Previous experience.

We are now going through the same state of things as has led on three previous occasions in the last sixty years to legislation being undertaken, and the time seems to me come when something permanent must be done. The numerous letters which I have quoted above show unmistakeably that adulteration is due to the restraint of the Cotton Frauds Act being removed. Granted that the action of the Associations in Liverpool and Bombay may lead to a spasmodic check upon frauds, and an up-country merchant writes me that "this season (1891) a good deal of reckless adulteration has already ceased," half a century's experience shows that the remedy will be only transient.

Present efforts spasmodic.

Disease endemic.

For, the origin of the frauds (which have till lately been openly practised) lies deep below the surface, and is inseparable from the present state of morality and education common to the ordinary up-country Bania, who is unable to resist the temptation to make an underhand gain by mixing a little bad cotton with good, or, if honestly disposed, far too weak to resent his neighbour's fraud or to expose it. First one does it, then another in self-defence, and so on, till gradually Europeans themselves are dragged into the mire. Indeed, Europeans are almost as afraid of spoiling trade and making enemies as the Banias themselves. Several British merchants whom I have consulted—men of the highest probity and who admit the evils to the full—have declined to commit themselves on paper lest it might injure their business. An instance of the pressure brought to bear on European merchants by Natives is quoted at page 186 of Major Moore's compilation, I would specially invite attention to the letter from Mr. Ravenscroft, (lately Member of Council, but then Magistrate of Broach) printed at page 50 of the same volume. As pointed out in the extract from the Broach merchants' letter, even the cultivator will adulterate his cotton, and does adulterate it, by sprinkling earth over it; and an English merchant at Broach recently met with an instance of a cultivator putting a heavy lump of black earth in his cart-load. But the rayat is not a match for the Bania middleman, who discovers fraud and punishes him accordingly. I think no unprejudiced person can admit, upon a perusal of the former history of cotton frauds, that the present action of the Bombay, Liverpool and Manchester Cotton Associations is but a flash in the pan. The Bombay Association professes to condemn the frauds, but were it in real earnest, or, to put it more politely, if they really were able to

Bombay Cotton Association has not condemned frauds.

enforce the views they hold, they would pass a resolution strongly condemning the mixing of different growths at Calaba and pledging each individual member not to take part in such proceedings on pain of expulsion from the Association. If the Liverpool and Manchester merchants, the shrewdest in the world, could have protected themselves from 'false packing,' would they not have done it long ago? A Manchester man is the last to appeal to Government for assistance when he can help himself.

Manchester helpless.

To thoroughly understand the case, it must be remembered that there are two kinds of mixing: one perfectly honest, the other undoubtedly fraudulent. Certain great European firms export their own brands of cotton, carefully selected for them up-country by their own English representatives, and in the skill with which they can prepare them lies the secret of their being able to export pure cotton at a profit. I have seen myself a consignment of fine Broach being got ready at Broach itself. The agent was mixing cotton from three different groups of villages, some excellent and others not quite so good, so as to turn out the whole as to texture, colour, length and strength of staple as nearly as possible equal to a sample which he had by him, identical with a sample on view in his firm's rooms at home. The thorough mixing added this benefit that when the bale was opened the cotton appeared lying in fine successive layers. The Goghera variety of Broach cotton sometimes forms part of the mixture so as to give the whole mass *colour*. But all that I saw was Broach cotton and up to sample. As a broker wrote to me not long ago :—

Legitimate mixing described.

"No one with any experience of the export trade would deprecate the mixing of different *qualities* of the same kind of cotton, *e. g.*, if I buy a given quantity of say 'fine' Broach, and my requirements demand only 'fully good,' for shipment, it is quite legitimate for me to purchase an equal quantity of the grade of 'good,' and thus produce the intermediate class wanted. But if I have made a sale at home, the market goes against me here and I am unable to purchase the cotton contracted for, saving at a loss, is it fair or honest in me to avert that loss by the following mixing operation, *viz.* :—

70 per cent. Broach at	Rs. 255	per khandi (price of pure Broach)
20 per cent. Ispahani at	,, 210	,,
10 per cent. Seoni or Sind at	,, 195	,,

—average price Rs. 240? The loss is averted, but what about the morality of the transaction, and what about the ultimate effect on the reputation of machine-ginned Broach? Yet the process (or something similar) is in operation every day at Calaba, perhaps more in connection with Dholeras latterly. Yesterday (20th April 1890) the following were about the prices ruling on the Cotton Green for the latter, *viz.* :—

	Up-country pressed.			Bombay pressed.		
	Rs.	a.	p.	Rs.	a.	p.
'Fine'...	225	6	0	217	8	0
'Fully good'	217	8	0	207	0	0
'Good'	208	0	0	197	0	0

"There is small need of comment here, for the prices clearly reveal the practices I am exposing."

Fraudulent mixing up-country described.

But in most of ginning factories at Broach the owner takes 60 to 80 per cent. of Broach, and sprinkles over it on the gin board a quantity of cheap short stapled cotton imported from a different district, possibly five hundred miles away. The two are ginned together, the cotton becomes mixed, and the mixture of the fibre is so complete that even an expert cannot swear that the outturn is not all Broach. For who can tell that the short staple appearing amongst the long is not the produce of a field that has suffered from drought or which has been gathered before the cotton was fully ripe? Such an owner will not, like the agent mentioned above, incur the trouble and expense of packing his cleaned cotton properly, but tumbles it into the press in great masses, presses it into his bales, and sends it down also for sale in Bombay as 'fine' Broach. The Bombay purchaser may suspect that it is not quite up to the sample of pure Broach which has been offered him, and on the strength of which he purchased at a certain price. Perhaps he will require a small allowance, or, if the cotton is more than usually adulterated, he may call for an arbitration; but there is amongst all merchants a disposition not to make things unpleasant, and if the buyer thinks the cotton will pass muster at home, he lets it go on. The same thing may occur at Liverpool, and it is not till the spinner, whose art consists in mixing his cotton so as to turn out specified counts of yarn, tries it and finds that the results are not what he counted upon and that a great deal has been rejected by the machinery itself as *waste*, *i.e.*, of too short a staple to mingle with the rest, that the fraud is discovered, and then all he can do is to vow that the cotton was not worth what he paid for and he will pay less in future. Thus the price goes steadily down. Undoubtedly the recent rules will make merchants both in Bombay and Liverpool during the present season, and possibly, for one or two more, scan their purchases with a keener eye. For a time the outcry may cease. But what will be the result? The Native mixer will reduce his adulteration just so much as will enable him with safety to evade discovery, and gradually, as the scare dies away, will recommence his old tricks, and European firms will follow him. It might be thought that the Manchester spinner would attack his Liverpool broker, and the broker the importer, and the importer the Bombay shipper, and so on, till the fraud is traced back to its source in India and the original delinquent punished. But business-men have too much to do to waste time in crying over spilt milk. It is a far cry from Oldham to, say, Jambusar. False packed cotton bales are not like stolen £1,000 bank-notes, particulars of which are recorded at each stage they pass through, and when cashed, can be traced back to the original thief. The spinner is practically helpless. But as the burnt child fears cold water, so when the spinner has once wakened up, he rejects or gives less than its value for really good cotton, unless imported by, a firm which can guarantee that it is their own selection and packing. The great firms that can guarantee this, and which have their own standards and marks, of course do not suffer, excepting perhaps on the purchases that they make in Bombay, and

Difficulties in checking.

it is for that reason that Mr. J. K. Bythell was and is so persistent an opponent of a Frauds Act. His English representatives up-country take care what cotton they buy, and see to the ginning and pressing of the cotton themselves. But the mass of traders in Bombay, who buy upon the Cotton Green, need protection. Certainly those Bombay firms who with wilful negligence forward under their own names adulterated stuff, the property of Native merchants, or who (even worse) deliberately order manufactured imitations, should be repressed. I may quote the receipt for a parcel of "Westerns," the name applied to Madras cotton, described to me by an eye-witness as concocted by a native establishment in Bombay, not so very long ago, to the order of a highly respectable English firm in Bombay :—

Manufacture of spurious brands in Bombay.

Vengurla	4 annas—Gives staple and seed.
Bagalkot	3 annas—Gives staple and slight seed.
Sind	6 annas—Gives colour.
Bhavnagar or low Veraval	3 annas—Gives staple and lessens roughness.
	16 annas.

Now if this cotton had been exported for what it was, namely, a mixture of low-bred cotton, nothing could be said. But when the firm deliberately branded it as "Westerns," was it not guilty of much the same fraud as a wine merchant who dubs Gooseberry wine Champagne, and affixes to his bottles the labels of a bogus firm at Rheims ?

Now what can be done ? It is practically impossible to swear to the component parts of mixtures, however confident an expert may be that adulteration is present. For sometimes the two sorts of seed-cotton, before being ginned, are mixed in an opener (a machine used for shaking the cotton pods free and knocking out the leaves and dust) so completely as to defy an expert from identifying the fibres later. All he can say is that it is a very uneven cotton and worth intrinsically but little, and when, as in Bombay, two or three sorts of already ginned and cleaned cotton are put through another kind of opener, which separates every single fibre, the mass is still more thoroughly blended. The difference, indeed, in some cases might not be more than the difference between the first and second picking of the same crop. The import of cleaned cotton from one district into another cannot be altogether prohibited, because the Broach mills, for instance, cannot afford to spin valuable Broach cotton and have to import inferior varieties, generally from Bombay, for the purpose. It would be unjust to prevent a merchant honestly mixing different varieties—some clean Waradi with dirty Hinganghat, for instance, or snowy and short-stapled Multani with inferior Broach—in order to improve the appearance of the whole parcel, provided of course that he did not attempt to pass it off under a false name, concealing the fact of the mixture. It would be impossible to order all cotton to be branded with a recognized trade quality, such as Fully fair Dholera,

Some impracticable remedies.

Fully good Broach, because under generic names cottons of various districts are included, and trade-names and standards vary from season to season. Should the whole trade be taken once more under Government protection, and a number of inspectors let loose to supervise the ordinary operations of merchants? No; the remedy would be almost worse than the disease, in this respect, that it would arouse the ire of the whole of the Bombay merchants, whom we wish to carry with us who have been impregnated by Mr. Bythell with an almost fanatical hatred of Government interference, and amongst whom the remembrance of the ill-judged interference on the part of the inexperienced inspectors in the sixties and seventies still freshly rankles. Could each bale be branded with the village or even taluka, where it is grown, as hops are in Kent! No? for the cotton is grown in one taluka, transported to a second for ginning, and to a third, perhaps in a different district for pressing, and enveloped in a different wrapper at each stage. Could, as proposed by Sir Seymour FitzGerald's Bill of 1869, the owner of the pess be made responsible for not pressing mixtures? No; he presses what comes to him, and need not necessarily know the difference between cotton and flax.

Taking the various processes through which the cotton passes, I will say what seems to me feasible. A layman, hitherto unfamiliar with the details of a complicated trade, in which experts of a quarter of a century's practice often give different opinions, must necessarily be cautious in what he recommends, and I shall be prepared to find objections which have not occurred to me. All I can say is that I have tried to solve the problem to the best of my ability.

Suggestions.

First then comes the rayat who sows. I do not think that he needs to be legislated for, but he does need Government assistance. It seems to me that Government have hitherto not made nearly sufficient use of the Director of Agriculture. A former Secretary of State for India, the Duke of Argyll, replying to a memorial of the Cotton Supply Association of Manchester, remarked that "Government, as the "landowner of the country, had certain duties and obligations "entailed upon it by that position, and that as such it was quite com- "petent to stimulate the production of cotton by such experiments "as those recommended." The Director of Agriculture, whom I do not wish for a moment to blame (for he must cut his coat according to his cloth), makes small experiments in cotton occasionally and distributes small quantities of seed. But he has not yet done, or rather been allowed to do, half enough. Mr. Ozanne went fully into the very questions treated of in this paper when the Secretary of State forwarded to Government the letter from the Liverpool Chamber of Commerce in 1884, already alluded to (a copy will be found in Appendix A). In this attention was called to the increased adulteration of East Indian cotton, and he appealed to the Chamber of Commerce and the Cotton Trade Association for help, suggesting a Joint Commission of merchants and Revenue officers to enquire into and discuss the whole matter and making various other suggestions. An account of Mr. Ozanne's proceedings will be found at pages 31—35

Duke of Argyll's view.

Improvement of staples by Agricultural Department.

of the Director's Annual Report for 1884-85. I will only quote the conclusion of the negotiations, using Mr. Ozanne's own words :—

Rejection by Bombay Chamber of Mr. Ozanne's proposals in 1884-85.

"All these papers were considered by the Chamber of Commerce and the Cotton Trade Association. They were practically a challenge to the trade, and the trade could not take up the challenge. The former body explicitly stated that the admixture is due to a demand in Europe for inferior stuff. So long as there exists a demand in the consuming market of Europe for the inferior descriptions of cotton, so long will merchants continue to purchase, middlemen to mix, and growers to cultivate it. No good end could be served by attempting to interfere with the natural course of the trade.

"The Chamber went on to urge that there were signs of a reaction against mixed cotton, and advised Government to take energetic steps to distribute good seed throughout the districts, presumably to be ready to meet an improved demand.

"The Cotton Trade Association, in disposing of the reference, contended that there are buyers in Europe of adulterated and mixed stuff on its merits, and that merchants are bound to deal in it. It is, therefore, presumable that much of the adulteration which now goes on is not fraudulent. Certainly the former proceedings of the Association gave me, at any rate, a different idea of the matter. It seems to me to be merely removing the fraud one stage further on, for these buyers in Europe of adulterated and mixed stuff on its merits, paying the high price they do for the chief ingredient (worthless on its merits) of the mixture, cannot be credited with honest dealing."

Bombay Cotton Association's proposals.

I ought to note here that at the begining the Cotton Association gave the following advice to Government :—

(1) That Government should discourage the growing practice of ginning the different growths together, thus producing a mixed and deteriorated seed;

(2) That Government should point out to the cultivators the benefit of persevering with the cultivation of the finer description of the staple ;

(3) And that Government should aid them in procuring improved seed for that purpose.

Government Resolution, 1885.

But when pressed to co-operate themselves, they, as I have shown, declined. They were desirous, I have since been told, of formulating practical proposals, but the difficulty lay in agreeing as to what was most wanted and what was feasible. The result is that Government passed the following order (Government Resolution No. 4953 of 17th June 1885) :—

"Government cannot by coercion stop the supply of a commodity which is grown to meet a demand by consumers. While that demand continues very little can be done to introduce a better article by supplying good seed. When it ceases and the growers find their interest in growing better cotton, it will be easy for Government to assist them by supplying the seed they want. In the meantime the

District Officers and the Director of Agriculture will doubtless do what they can under present adverse circumstances, and that any rate a careful observation and record of facts by the latter will be valuable as facilitating action as soon as circumstances become more favourable."

But it seems to me, with all respects, that the Duke of Argyll was right and that an endeavour should now be made to induce the rayats to keep up the standard of the valuable Broach and Surat cotton. (I say nothing of districts not under my charge, though my proposals *mutatis mutandis* would equally apply to them.)

Suggestions by the writer.

First.—Government might offer annual prizes for the best cotton grown by rayats. It may be said that the prizes at the Mahiji Fair did no good, but the Gujarat Patidar and Borah is an infinitely more prudent, intelligent and thrifty being than the Kunbi of the Deccan, and the prizes would be eagerly competed for.

Prizes.

Secondly.—The Director might induce the rayats to pick selected seed and clean it with a "charka," warning them against machine-ginned seed. The only reason why this is not done is that they believe the small amount of cleaned cotton left would not be saleable. But there are European merchants who would pay highly for it and the Director might refer them to such. In a very few seasons the rayats would see the benefit of this. The Director might himself gather a quantity of the best cotton, hand-clean it, and sell the seeds back to the rayats. The loss would be very small.

Selection of seed.

Thirdly.—The Director might circulate through all Patils and school-masters simple instructions for gathering the crop. Here the rayat at any rate knows his own business best, it may be said; and when Government formerly made cotton experiments in Broach the verdict was that "as to the picking of the cotton, there would seem to have been from the first but little to teach the Broach cultivators" (Gazetteer, vol. II, page 190). But now the case is otherwise. He picks the first crop before it is quite ripe, often gathering not wholly matured bolls, and the cotton from such never attains its proper silkiness and length. The reason he assigns, and I have heard it from so many quarters that I believe it, is that the crop is so valuable and so very transportable as to be the favourite object for the village ne'r-do-well's attacks by night, and thefts of the kind are no doubt numerous in Broach though not nearly so numerous as in Ahmedabad and Kaira. (This evil cannot, of course, be remedied by the Agricultural Department and other means are being taken.) Compare the following note by the Assistant Administrator, Rajpipla:—

Clean picking.

"Since 1886 there has been a great change due to British administration. Wholesale plundering of crops, which led to wholesale gathering of unripe bolls, is almost unknown, and petty thefts too are not more frequent and more serious than in adjoining British and Baroda villages. At every village at which I made enquiries on the subject, people fully acknowledged this, and admitted that there was no longer any occasion for 'Sankalia' kapas picking. They said also that the

practice was not in existence now. It is not to be denied, however, (I saw a case myself) that the practice does exist, though to a *very* much smaller extent than before. A man picking cotton comes across bolls more than half ripe, and does not resist the temptation of plucking them along with the good cotton, instead of waiting for them for a few days. But this is all. There is no temptation for the practice in question by reason of any hope of illicit gain. All know very well that it results in a distinct loss."

Again, scarcity of labour sometimes induces the gathering of unripe bolls. But admitting all this, the rayat is to a certain extent greedy and rapacious and overreaches himself, as a certain proportion of the bolls alluded to adds to the *weight* of the produce and he is, therefore, not sorry to have them though ultimately, when the 'kapas' is ginned, they make the cotton leafy and dirty and reduce the value of the whole. Counsel on this point could not fail to have a good effect.

Distribution of seed by Government.

Fourthly.—The Director should organise the distribution at cost price of good local seed in large quantities.

Weekly reports of crops.

Fifthly.—He should send each week, to Bombay, a report of the prospects and progress of the crops in each principal district.

It is all very well, however, to assign duties to a Director of Agriculture. He cannot be ubiquitous, and human powers of work are limited. I would give him four Assistants, one each for Gujerat, Khandesh, the Deccan and Southern Maratha Country, and perhaps one for Sind. They should not be trained Scotch gardeners or students from the Poona College of Science. I would select out of the Cotton Trade good hard-headed experienced European men of business, who have a practical knowledge of cotton and the cotton trade, and place them under the Director. I would pay them well, Rs. 700 rising to Rs. 1,000 each, with Rs. 100 travelling allowance and Rs. 100 office allowance, and we should have the pick of a large number of trained mercantile Assistants and Agents. They would represent the Director in each district and travel about, teaching and encouraging the rayats, distributing good seed and explaining the best methods of picking. For Government and the trade in Bombay and England they would test and report on the crops periodically and in the rains would carry out experiments in the rayats' fields. I would not give them experimental farms. But I would put a small sum of money at their disposal for inducing a cultivator here and there to sow and pick an acre of land with cotton after their own choosing. They would soon find out wherever the shoe pinched, and I am confident they would do a great deal of good. I would place one in Bombay, who would be in touch on the one hand with the Chamber of Commerce, the Cotton Association and the trade generally, and with the Assistants, and through them, with the trade up-country. Merchants, ginners and others in the trade, with whose ways they would be familiar, would call their attention to defects in the cotton from particular districts or would ask their advice as to the coming crops, and find out from them the best way of procuring pure staples of good fibre. The cuckoo cry will

Assistants proposed for Director of Agriculture.

Should be experienced in the cotton trade.

perhaps be repeated, that the British merchants does not need help in his business, that it is all a matter of demand and supply, and that if the British merchant wants long silky fibre, he can get it. But it is the British merchant himself who complains that he cannot. Here is an extract from a speech at the meeting of the Bombay Cotton Association on the 27th May 1890 :—

Bombay merchant complains that demand does not supply good fibre.

"When we passed four years ago the three different standards of Oomras we did it in the hope to get good cotton if we paid for it, but experience has shown that the Natives prefer to take Rs. 20 to Rs. 30 less, and deliver short staple cotton. Every year the spinners at home demand better cotton. They put stricter conditions, while we are going to lower our standards with regard to the staple. Do you really expect to get better cotton, then? * * * Fair staple to the Native is something much worse than good staple. To the latter he has been accustomed in Khamgaum and Akolas, and if you tell him he need give you no more such good cotton, he will expect you to pass every thing he will mix together."

I make no doubt that the Assistant Directors of Agriculture whom I propose would soon put the trade in the way of getting Hinganghat separate from Waradi in Khandesh and Exotic separate from Indigenous in Dharwar. Read the following letter, dated February 16th, 1891, received as I was writing, from a British merchant at Dholera, showing that even that well-known staple "Fair Dholera" is threatened with extinction :—

Through Assistant Director pure staples perhaps procurable, and bad ones examined and growth watched.

"Dholeras are threatened with a greater calamity than ever arose from the mixing of different varieties or from any other kind of *daga* (fraud).

"Last year I first heard of a cotton called Kanvi. This seed yields 38 to 41 maunds of wool per 100 maunds of kapas, as against 34 maunds of indigenous, and it has been largely planted in Central and Southern Kathiawar. Just at present the incentive to the rayat to rush into Kanvi is the facility with which he can mix one-half Kanvi with one-half indigenous.

"Kanvi" cotton.

"The seed is also called Ranpuri and there are many stories as to its origin. Apparently it has worked up from Southern Kathiawar and is said to have been introduced from Ranpur and from Broach.

"The latter suggestion is preposterous, as I have never been able to induce any cultivator hereabouts to plant even Bhal seed, and, in my opinion, the stuff is no better than Bengals. I have seen quantities of it that are not even up to good Bengals in staple.

"To allay my last year's suspicions I planted a few bighas with *Kanvi* seed. The result is not, however, definite, as, owing to the lightness of the rainfall, I had to water my stuff, and the free watering has produced fair staple, but not the staple of the indigenous Wagria seed.

"Several cultivators that I have spoken to, also say that the more the Kanvi is watered, the more abundant does the yield become and the stronger the fibre.

"This may be so, but, in my opinion, Kanvi seed yields a product no better than Bengals.

"The best Kanvi is little better than the best Bengals, and the worst is not even equal to Bengals.

"The matter deserves the attention of Government, or Dholeras within the next five years will be unknown south of Ranpur.

"In my opinion, it would be worth while to send a practical man into Kathiawar at once to get at the root of this new and strange importation. * * * I am arranging for a little Bengal seed, and will plant it alongside of Kanvi seed the next rains by way of experiment."

The Assistant Director would find out all about this staple, warn merchants of its appearance and let them know its worth, so that only its real value would be paid for it. Then, if, as I understand, it is intrinsically much less valuable than the old staple and the increased yield does not make up for the depreciated quality, unless used for adulteration, which is the secret of the success of Waradi in Khandesh, the rayats would soon learn to get rid of it, and the Assistant Director would, by travelling amongst them and distributing good seed, put them in the way of getting back their good crop. Indeed, I look upon it as very important that Government, as landlord, should undertake to supply good seed on a large scale at cost price, and the Assistant Directors would be the men for organising the distribution. Being in touch with and probably known to all the leading merchants, and understanding the business, which the old Cotton Fraud Inspectors did not, they would command confidence. The Chamber of Commerce would be glad to be consulted by, and to advise, them, and any recommendations which they made would meet with a respectful attention, such as Government officials are not always able to command. In the official hierarchy their appointments are justifiable on exactly the same grounds as the merchant and banker Members of the Indian Council. And, I am satisfied that if the appointments were not jobbed, most excellent men could be found. So important do I consider it that Government should appoint thoroughly competent men, I would request the Chairman and a Committee of the Chamber of Commerce to assist in their selection.

Anticipated advantage to trade.

Next we come to the village Baniya who buys the uncleaned cotton from the rayat.

It will suffice to make it penal for him (or, for the matter of that, the rayat) to mix foreign matter with "kapas" or to mix different varieties of "kapas" in any dokra, half or fully pressed bales (the varieties to be locally notified from time to time by Government). In a few villages to the north of the Jambusar Taluka, and in the whole of Combay and the Kaira District, the infamous cotton called Rozi is grown, which, as the extracts already given prove, is sometimes mixed by the Baniyas with pure Broach cotton. Again, in Khandesh, if any villages do exist where only Hinganghat is grown, or in Dharwar where exotic only is grown, the Baniya might be prohibited from mixing it with Waradi or Indigenous. This is no interference with legitimate mixing. The Baniya will get a higher price for it and the object is to

Mixing varieties of kapas should be penal.

make a start. The separation once begun, self-interest will induce the trade to keep it separate, until of course pure good staple becomes so valuable again that it pays to adulterate it and then the law will become useful again.

I would also give to the Government power to prohibit importation of uncleaned cotton from one area into another area and also of cleaned cotton, except for *bonâ fide* local consumption. We could prevent Waradi from being transported from Kandesh into the Berars or the Nizam's dominions in kapas docras or half-pressed bales, or on the other side into either the Broach or Surat Collectorates. The Broach area could be easily defined from the Mahi river to Navsari, and why should it be contaminated with Waradi.? We could prevent short staples from Central India and the Central Provinces being imported into Khandesh to still further adulterate the brands still existing there. The Maharaja of Bhavnagar and Thakore Saheb of Palitana would probably agree to excluding seed-cotton or cotton for mixing from Jafrabad or other places in Kathiawar, so as to secure the Bhavnagar and Mowa staples being genuine, and their old reputation would soon revive. The Political Agent, Kathiawar, could similarly define the area of Veraval and Mangrol cotton and protect it. The remainder of Kathiawar and Gujarat north of the Mahi, including Amreli, Jetpur, Sayla, Limdi, Kadi, Wadhwan, Dholera, Viramgam and Amedabad, might be treated as one district, and mixing not interfered with at first, though eventually some defined areas for the protection, say of Laria, might be found. Meanwhile Viramgam and Dholera cotton should no longer be allowed to go to Broach for pressing and adulteration. The power should only be used where it was clear that the object was adulteration. The case of each area would be considered after careful enquiry and on its merits, so as to reduce interference to a minimum. When we find the Collector of Surat dreading, rather than welcoming, railway extension in his district on the ground that it imports ruin to his rayats' staple crop, certainly some restrictions have become necessary.

Transport of seed-cotton into certain areas to be prohibited.

Thirdly, we come to the machine-ginner. Where foot-roller gins still exist, as I believe they do in the Southern Maratha Country, special arrangements may be needed.

In the first place, it should be penal to have the knives of the gins so arranged as to clip the seed and so add to the weight of the cleaned cotton. And in Dharwar the practice of sharpening the saws, which ruins good cotton and turns it out only fit for adulterating really good staple, might be prohibited.

Gins should be kept in repair.

In the next place, it should be penal to gin two varieties of cotton together. The 'varieties' to be such as Government (who would take the advice of the Chamber of Commerce) might specify by notification, and such as the gin-owner can easily detect. Thus 'pure exotic' in Dharwar and pure 'Hinganghat' in Khandesh could be protected. Limited areas would be selected where the pure growths exist. Where the rayats sow a mixture of both, and the cotton is picked together, of course the rule would not apply, but the Assistant Directors would give their energies to stopping this practice, and the Collector would assist them. It is to be remembered that the rayat is in many places

Varieties not to be ginned together.

entirely dependent on the Baniya for such seed as he pleases to give, and the distribution of pure seed would, it may be hoped, soon stop the sowing of mixed. The rayat would gladly take pure, in Dharwar, at least, if he could get it.

We now come to No. 4, the owner of the Hydraulic Press. After cotton is ginned it is packed into "dokras" or pressed into half bales by hand, and these half bales are either carried to a hydraulic press near at hand for conversion into fully pressed bales for foreign export or sent down half-pressed to Bombay to be doctored and full-pressed there. Some half-pressed bales of course, but not from Broach or Surat, are sent away to mills in Bombay and various other parts of the country for consumption in India.

Bales to exhibit mark of Press;

Here I believe that great good would be done if the provisions of the old Act of 1863 were enforced, and if every fully pressed bale were compelled to exhibit upon it in very conspicuous letters the name and locality of the press. This to a certain extent would guide purchasers in England. There would be less likelihood of the contents of the bale being doctored if it were pressed upon the spot, and Broach pressed at Broach, Dholera pressed at Dholera, would fetch a better price indeed this is the case at present than if pressed in Bombay. This provisions would stamp out the fraud practised by sending cotton to a railway station with a good name for the station mark to appear upon it and deceive purchasers. It would enable brokers at home, if they will take the trouble to attend to such details, to note which press-marks could generally be relied upon for the genuine article, and a demand for that press-mark would probably spring up, such as exists for the private marks of the great exporting firms, whose cotton however is mostly destined for their own private constituents.

And name of variety, and whether mixed.

In addition to this I would require the *owner* of a bale before removing it from the press precincts to specify upon it the local variety of cotton which he declares it to contain, *e.g.*, Broach, Dholera, Bilaiti, Dharwar saw-ginned, or the like, in accordance with the principles of the Hop Act at home, and Section 3 of the Merchandise Marks Act, 50 and 51 Victoria, Cap. 28 :—

"Trade description" means any description, statement, or other indication, direct or indirect * * * * *

(*b*) as to the place or country in which the goods were made of produced.

Government should from time to time, with the assistance of the Chamber of Commerce, declare what these marks should be, and what they should be understood to import. The main point would be, not the mark itself but the addition to it, which I propose should be made if the cotton is not of one single recognised variety, *viz.*, the word MIXED. Let owners declare what they like as to the estimated *class* of the cotton. Let a man put Fully good or Fair or Fine, if he pleases. But if the cotton is declared to be Broach, let it consist of Broach cotton only; if it contains ever so small an admixture of Sind, let it be called Broach *mixed*. Let mixtures be sold by all means, but let them not try to pass as pure.

This proposal will no doubt excite criticism. All very well, it will be said, to define in what area the cotton to be defined as Broach is grown, but how about Kumta and Bhavnagar which are grown in half a dozen jurisdictions, or Belati or Westerns, which do not even bear the name of any particular district, or Bengals, which is a generic term for cotton from Rajputana and the North-Western Provinces. I admit there is an apparent difficulty, which is enhanced by the fact that a Bombay law will not necessarily be extended to the Berars and other cotton districts outside the Presidency. But this objection will, on examination, prove to be unreal. As far as the Bombay Presidency is concerned there would be no difficulty in laying down the exact limits, down to the exact villages, in the limits of which the cotton or cottons there produced should bear a particular name or names. All cotton must leave by the harbours of Bombay and Karachi (possibly some other smaller ports), and it is open to the Government of Bombay to say that cotton arriving form other jurisdictions shall not be shipped unless the shipper affixes a name (to be laid down by the Bombay Government) which shall indicate the region from which it comes. The Chamber of Commerce could easily furnish a list to the Government of the local names to be affixed. And cotton arriving from other jurisdictions without these names, would have to be stamped with it by the shippers in Bombay.

Objections.

But what is the use of this? Why should Government order cotton to be classed by varieties and localities, to dictate to the trade that Khandesh Waradi should be called Khandesh, and Berar Waradi be called Berar, when the rubbish from both tracts is now grouped under the one contemptuous head, Bilaiti? Again if the Commissioner succeeds in preventing the adulteration of Ahmedabad Laria, which is as good as Broach, why should not the lucky owner of pure Laria be allowed to call it "Broach" instead of "Ahmedabad"? Liverpool never heard of Laria or Ahmedabad, and will pay a smaller price for the unknown article. Again, will there not be a tendency to sub-divide cotton too much, each little district desiring to have its own special name, bewildering buyers both in India and at home? Moreover, the Commissioner has admitted that when once cotton has been thoroughly adulterated by amalgamation at the gins and in openers in Bombay, no one will be able to *swear* that the cotton is not what it purports to be, so what is the good of ordering a precaution which can be evaded with impunity? Will it not lead to the names of good districts, being printed on bales from bad ones, to the discredit of the good districts, and what help will it be to a spinner at home when he finds that cotton marked Broach is a low kind of "mixed Bengals"? Besides, what is an owner to do who buys a mixed lot of half-pressed bales in Bombay, and really does not know where they come from, or an owner who finds himself in possession of a lot mixed up?

To this I reply that the Cotton Association of Liverpool and the Manchester United Cotton Association state that it would be an advantage if the cotton could be branded to show what district it came from, that the proposal is in clear accord with the Merchandise Marks Act, that in all reforms there must be some changes, and that the change I propose is in the right direction, *viz.*, placing on cotton bales a true instead of a fancy description. The

Reply to objections.

various "Districts" can be as large or as small as the Government, on the advice of the merchants, determines, and if buyers at home really care for good cotton, they will soon pick it out even under unfamiliar names. It is true that an examination of the cotton itself might not be sufficient in most cases to *convict* a man in a court of law who had labelled even Sind cotton as Broach; but even this is not always true and the press-mark will be a great guide. If cotton bearing a press-mark of Bhavnagar or Wadhwan bears the trade description of "Broach," there will be *primâ facie* reason for supposing that it is false, and merchants will hesitate before affixing it. Experts would certainly be able to swear to the difference between doctored Wadhwan and pure Broach cotton; in any case they could swear to a *mixture*, and it would not so very much matter if the cotton were called Broach *mixed*, as that would put the buyer on his guard. The mixer cannot say that he is injured. The Home Cotton Associations say that there is a great demand for mixtures, and the reasons is simple, that they contain some good cotton, which the buyer thinks he obtains at only a fraction above the price of the most inferior component of the mixture. On the other hand, "great preference is given by buyers to long *unmixed* silky "cotton, and very high prices relatively are paid for it." In the unusual case of a man not knowing where his cotton came from (of course, Bombay merchants would have to insist on their up-country consignors giving the information with the invoices) he could dub the bales 'Doubtful' just as he dubs other bales 'Pickings.'

Besides, a merchant, who now thinks it quite legitimate to adulterate Broach and call it Broach, would, *if a law were once passed*, think twice about deliberately affixing a false certificate of origin, and of labelling as pure what was really mixed. British merchants are at any rate a law-abiding race, and native merchants would be deterred by penal consequences It is really only a small matter of arrangement, which I am sure the Chamber of Commerce could settle for the Government if they gave their mind to it.

The existing Merchandise Marks Act is not sufficient, for the reason that penal laws must be construed strictly, and the present loose use of the terms "Surats," "Oomars" and the like would not be held by a Court as a trade-description under the Act.

Shipper's name to be affixed to bales.

Lastly, comes the shipper. His name I would also put upon the bales in full. There will be no difficulty about that.

Bales reaching Europe will then show the—

(1) Press at which pressed,
(2) District in which grown,
(3) Whether pure or mixed,
(4) Shipper's name,

in addition to any private marks desired, and if after that the brokers at Liverpool cannot learn which marks to trust, or the value of the different marks, they must be less astute than I take them to be.

Arguments for describing mixtures as such.

It may still be objected that this will be an undue interference with trade. Why should mixtures be branded as such? Why should the skill and experience of honest mixers be made of no account, and owners of capital long-stapled cotton, a little deficient in colour, be forced into the dilemma, either of forwarding

them as they are, pure, and getting a poor price, or if he lightens up the sombre hue with a sprinkling of dazzling but worthless Sind, of getting the depreciated price of mixtures? The answer is plain. The highest authorities in Bombay, and even the Cotton Association at home, inform me that cotton nowadays is sold more and more by sample than by description, and this being the case, the home buyers ought soon to recognise which mixtures are worth having and which are worthless. But the principle has been definitely decided by Parliament. Good oleomargarine is better than bad butter, but it must be called oleomargarine and not butter. Slightly mixed Broach may be better than pure Bilati, but it must be sold for what it is, not what it seems to be. On the other hand, a good Bombay authority informs me (I will quote his own words) :—

Buisness by samples.

"There never can be a large business done 'by samples,' for by the time musters reach home and orders are telegraphed out on them, the arrivals from up-country have changed so much, as 'matching the sample' is more often than not, impossible. Classification, as understood here and in Europe, must ever be the basis upon which the great bulk of Indian cotton will be sold. 'Mixtures' afford practically the only field for a business in 'samples."

To a layman like myself this reasoning appears sound. Were business by samples generally possible, surely the trade would long ago have discarded the names Khandesh, Bhavnagar, Surat, &c., for musters Nos. 1, 2, 3 and so on, according to standards maitained in England. In any case the trade is in this dilemma. If they trade by sample, what harm can it do them to describe the cotton as coming from a particular district, or as pure or mixed? If they trade by description, ought they not, as honest men, to affix what is recognized by the trade as a true description?

I must repeat that though for a spinner's purpose mixing is an absolute necessity, he does *not* want his cotton mixed for him. He wants his bale to contain cotton of even quality, be it good, bad, or indifferent, and then he can do his best with it. What he objects to is the receipt of a quantity of cotton which he is led to believe to be of a certain quality and which the skilfulness of the Bombay adulterators prevents him, when inspecting the outside of a sample, from detecting to be otherwise, to find that it is not up to the mark and to be only utilisable with a great deal of wastage or with evil results to his yarn. And now that national competition is so keen and England as a manufacturing and exporting country has rivals in all parts of the globe, it is of national importance that the English spinner should not be unfairly handicapped. He must be allowed to know what he is buying. It is moreover of no little importance to India that the European market should not be lost. One-third of the East Indian cotton crop goes to England, and the Continent, which takes the remainder, last season, I hear, rejected much cotton as adulterated, just as Liverpool has been doing. Besides other competitors are in the field, especially Russia. Exports direct from Bombay to Odessa fell 33 per cent. in 1890. If the British will not keep their cotton as clean as may be, the Russians will not be so particular about merchants' feel-

Spinner desires to mix his own cotton.

Russian competition.

ings, and in the end their growths may cut out a large portion of the Indian rayats' produce. I quote the following from a newspaper published in July 1890 :—

"Russia's hopeful anticipations are being rapidly realised. During the last five years the export of cotton from Turkistan has increased twenty-five fold. The importation of Asiatic products into Russia increased 127 per cent. during the two years 1888-89 alone, this expansion being chiefly due to the augmented yield of cotton. But it is in the returns for January of the present year that the most striking increase is visible. Nine millions of pounds of Central Asian cotton were exported to Russia during that month. Of this the great part came from Bokhara. The estimates stated that probably 50,000 tons more would be delivered in the course of the year. The Indian cotton is fast being 'crowded out' of the Moscow market, for it has been undersold for some time past superior qualities of Bokhara cotton.

In Appendix D will be found an extract from Mr. Curzon's work on "Russia in Asia," which amply confirms this opinion.

Russia, moreover, is not our only competitor, and it is as well to look ahead when discussing the welfare of our important cotton trade. Africa will be next in the field. I see from the newspapers that American Companies are already forming, and American seed is being sent to Africa, the soil of which is said to be extremelv prolific. Africa is nearer Liverpool than Bombay, and with virgin soil and railways under contemplation, she may soon, that is to say, five or ten years hence, become a formidable rival. India cannot pretend to ignore or affect a feeling of indifference at such a prospect.

Africa.

The grand question remains. How if a law, such as I have sketched out, is to be passed, is it to be enforced? The Acts of 1829 and 1851 did good for the time, but they failed for want of special establishments whose duty it was to watch for and bring breaches of the law to punishment. Are the Bombay merchants to be cursed with a cotton fraud-establishment like that of 1863? If not, then what? Will one merchant openly inform against another? The Revenue and Police establishments have enough to do with ordinary crime without meddling with traders in cotton. Who is to enforce the law?

How to enforce proposed law?

In the first place, I would leave the ordinary Magistrate's establishments to carry out this law, just as they do other penal laws (with special instructions *not* to allow it to remain a dead letter), providing only that no one under the rank of 2nd Class Magistrate should issue a process. They might act on sworn information laid by the Police that there was reason to believe that an offence had been committed, but the offence would be non-cognizable and the Police would not be allowed to interfere, to "go poking about yards and asking questions" without a sworn information and a Magistrate's warrant. In order to facilitate the acquisition of information by the Police, I felt inclined at first (as in cases against the Excise laws) to offer liberal rewards to informers, whose names need not of course be mentioned, and to Police as well. Penalties might always involve the confiscation in whole or in part of the cotton, out of the sale-proceeds of which very liberal rewards could be paid.

Offence to be non-cognizable.

Informers and rewards.

Confiscation of cotton.

I understand, however, that competition is so keen now in Bombay, where fraud is most practised, that any malpractices would at once form the subject of a complaint by a rival dealer, and the confiscation of the cotton would be a very severe punishment. Though Native merchants may not inform openly against one another, yet there are many who would love nothing better than to get a brother-trader into trouble by information to the Police. The offences being non-cognizable, no one could be touched till a Magistrate had weighed well the information, and the Police would not, if only for the sake of their own reputation, lay a complaint, unless they had previously satisfied themselves it was well founded, and were in a position to satisfy the Magistrate as well. First and Second Class Magistrates would have the right, under Section 105 of the Criminal Procedure Code, of entering into places where cotton was stored or cleansed, and occasional visits would remind the owners that a law existed.

Assistant Directors of Agriculture not to prosecute.

In order not to alienate the confidence of the merchants, I would not employ the Assistant Directors of Agriculture, whose appointments I have above suggested, in the instituting of prosecutions under the Act. If an Assistant Director found that the law was being broken, he would, like any other Government official, bring it to the notice of his superior or of the Magistrate of the district. But the initiative should lie with the Collector or Magistrate. I do not want to create a set of Cotton Fraud Inspectors under another name, though, of course, if fraud went on and it came to those gentlemen's notice they would be more likely to notice it than any other official, and it would be their duty to report it. The Bombay Assistant's duties would be specially important. He would specially note the mixing, legitimate and illegitimate, that goes on at that port, and would bring to the notice of the Chamber and the trade instances of bales not bearing a proper description, and advise Government as to the proper brands to notify. In case of deliberate breach of law he would report it to the Collector, but I am hopeful that he would not have much to do in that way, the more so as to begin with, we might not require all cotton to be specially branded, but only a few special staples.

A question which I ought to have disscussed sooner arises: How are the proposed Assistant Directors of Agriculture to be paid? The Chamber of Commerce will possibly say "from Provincial Revenues."

The Home Cotton Associations, following a well worn argument of the Honourable Mr. Bythell, hold that "a tax ought not to be laid upon the "export trade of India," even to correct the evils of "false packing." (*Vide* Appendix B.)

One anna tax proposed on Bombay grown cotton.

I propose that they be paid for by an infinitesimal tax upon cotton grown in this Presidency as well as the bales used in the mill-industry of and produced in the Presidency, that is to say, by the Bombay merchants in the first instance, but eventually by the producers.

Who would pay it?

So little did the old tax of 4 annas, afterwards reduced to 2 annas, press upon the trade, that, to quote from a paper by Major Moore, V.C., "it is a very much disputed question who pays it. The Manchester Sub-Committee of 1873 were of opinion that the *consumer* is the person upon whom it ultimately

falls and he is quite willing to bear it. The Bombay Chamber of Commerce thinks the fees are taken from the pockets of the Bombay *exporters*, while the Chairman of the Chamber believes, and thinks it will scarcely be denied, that the tax of 2 annas, or whatever it is, per bale, falls on the *producer*. The tax must rest very lightly, indeed, upon the trade when such differences of opinion exist regarding its incidence." That proposed by me will be actually less than the "dharmao" or temple-tax paid voluntarily in the Berars, Broach and other places by Native merchants, and one leading Native merchant in Bombay assures me that his firm pays as much as Rs. 8,000 annually to the Pinjrapol, or hospital for infirm animals, calculated at a small sum upon each bale belonging to him. I believe, in fact, that the tax would scarcely exceed the measurement fees imposed from time to time by the Chamber of Commerce.

Arguments *pro.*

In the first place, the tax, which is not to exceed 2 annas a bale and might be only 6 pies, is primarily for the benefit of producers and merchants, and it is right that they should pay. Government no doubt will benefit, but it will contribute the services of the Director of Agriculture himself.

Mr. Donald Grahm's arguments *con.*

For the arguments against the fee, I had best reproduce an extract from a speech in the Bombay Legislative Council by the Honourable Donald Graham, one of the ablest mercantile members who ever sat in the Council, though it contains some arguments which I think I have already refuted :—

"It is proposed to tax the cotton used in the country, no doubt on the assumption that as cotton generally benefits by this legislation, the cotton used in the country should be taxed as much as the cotton exported; but I may say, I think, any manager of a cotton mill is perfectly able to protect himself, or if he is not, he is unfit for his work. He will not buy adulterated cotton if he wants good cotton, nor will he buy good cotton if he wants bad cotton. So long as there is a demand among the mills for good cotton, they will get good cotton. This is the real point of the whole question. As long as merchants in Liverpool, Manchester and Bombay want good cotton, they will have good cotton, as there will then be a direct inducement for its production, and as long as they want it mixed, it will be mixed by merchants who are perfectly justified in doing it. On the other hand, if they wanted it adulterated, if another war arose and people got into a careless system and bought adulterated cotton, you would have the frauds and adulteration again, and there cannot be a greater mistake than to suppose that a few Inspectors scattered over this great country would have any appreciable effect in preventing it.

"There is one other point I wish to touch upon. By Section 21 it is intended that part of the fees shall be devoted to cotton improvement. Now, I have no objection to improvement in cotton, or to experiments being made for the improvement of cotton ; but I cannot help thinking that is an Imperial matter, and should be done through the Collectors of the districts and the Agricultural Department of the State. If you have a Cotton Improvment Fund, why should you not have an Indigo, a Wheat and Seed Improvement Fund ? You encourage an irresponsible expenditure, and in consequence a waste. That there has been a good deal of waste is undoubtedly the case. I have just been struck by a report of the Collector of Khandesh to the Revenue Commissioner, in which he writes

about experiments in cotton growing, and says :—'I cannot pretend to 'understand the intricacies of the cotton cultivation at present, but I 'should say they are not good. It is again found that patent manures are 'a failure. * * * I don't think it will be possible to introduce 'machinery among the Native cultivators. * * * Mr. Stormont 'points out that as regards the crops of this country, instead of teaching 'the cultivators, he frequently requires instructions from them. This 'may appear strange, but I believe it is perfectly true.' No doubt, a great deal of waste has taken place in making these so-called experiments. I don't complain of that, because they have been made with a good intention ; but I do complain of a special department being kept up for experiments of this kind. I do think expenditure of this kind should emanate from the regular system of the Government, and not through separate and practically irresponsible departments."

His porphecy unfulfilled

This was spoken in 1877. The honourable member's prophecy, that the mill-owners and purchasers could protect themselves, has, I submit without fear of contradiction, been falsified by the facts. During the fourteen years that have elapsed since these words were spoken, Manchester spinners have wanted to get good cotton, and they have not got it any more than the Bombay merchant, quoted on page 23, can get his own demand supplied by Berar. Similarly I think the argument, if I understand it rightly, that it is the duty of Government alone to pay for cotton improvements, is wanting. Granted that Government should come forward, both as landlord and as interested in the general prosperity of trade, yet Government represents the general tax-payer, and I hardly see why the tax-payer should pay altogether for improving the position and purse of growers and dealers in and manufacturers of one particular staple, even though that staple be the most important in India.

Estimated proceeds of tax.

I would not impose the tax on bales produced other than in this Presidency, which I estimate, at an average of four years, to be about 11 lakhs of bales. A duty of one anna a bale would come come to Rs. 68,750. Five Assistant Directors, at the pay proposed, would cost Rs. 63,000, leaving Rs. 5,000 or Rs. 1,000 a piece for contingencies. The collection of this is a matter of detail, but I think Government could arrange with the railways for the collection, giving them a percentage, and the sum would be too small for the consignors to feel. The Customs Department would collect the duty on those brought by sea. Then, as the tax would not be collected except at railway stations in the Bombay Presidency, the rest of India would not be affected. It would be ridiculous to pretend that an impost of two annas a bale would be a burden on the trade. As one of the soundest business-men whom Bombay ever saw, the late Captain Henry, pointed out to me one day, merchants could save 6 or 8 annas a bale very often in carting charges in Bombay if they studied economy, but they did not take the trouble. If a bale of cotton is valuee at Rs. 100, a charge of one anna is equivalent to $\frac{1}{1600}$ per cent. The Resident at Hydrabad would probably agree to take similar action in the Berars, as no restorative measures would be complete which did not at least influence the home of "Umrawaties." Although no

Action possible in the Berars.

Act was ever in force in the Berars (which used to be made a pretext for saying that no Act was necessary), yet it is notorious that Mr. J. H. Rivett-Carnac, by his energy and influence with the District Officers, and with the hearty co-operation of the European merchants, was an Act in himself and the beauty or value of Umraoti cotton was great. The high reputation of Berar cotton has now vanished. The inferior staple that has replaced it is said by some to be more prolific, better suited to the climate, and therefore more profitable to the cultivators. If so, no one would want to stop them from growing it. But splendid staple *can* be grown, and by giving the rayat of the Berars opportunities for growing it once more and getting it unadulterated to Europe, my belief is that an immense boon would be conferred upon him. The increased yield to the Berar rayat of the short-stapled needs, however, testing. Merchants tell me that the coarse 'kapas' undoubtedly yields more lint, and it is believed that the outturn of bales has increased greatly without a corresponding increase in the area of land under cotton. Statistics of this kind, however, are proverbially fallacious, and a great deal of the stuff exported from Berar is imported there first, partly from the Central Provinces, to get a better market, and partly from Khandesh, to be pressed under the false name of "Oomras."

Should Government consider that I have in any way made out my case, this memorandum will probably be sent to the Chamber of Commerce and the Cotton Association for their opinion. I would suggest in that event that it be also sent to the Chamber of Commerce, Liverpool, and the Cotton Associations of Liverpool and Manchester, and that the opinions of gentlemen who are conversant with the subject—amongst officials, the Commissioner in Sind and Commissioners, the Political Agents, the Collectors of Khandesh, Broach, Surat, Dharwar, and Bijapur, the Director of Agriculture, and Mr. J. H. Rivett-Carnac, C.I.E.; amongst non-officials, Mr. Ashburner, C.S.I., the Honourable Donald Graham, Mr. Bythell, and Sir Frank Adams—be invited, as well as any others whose names may occur to Government. And then I trust that Government will decide on its course of action, without appointing a *Commission*. The facts are, I believe, undisputed, and a Commission will delay and probably end, as most Commissions do, in an unsatisfactory compromise. Government have only to decide whether to take action or to follow the policy since 1885 of leaving trade to correct itself. If His Excellency in Council chooses the latter, there is nothing more to be said. If the former, and in doing so they will have Manchester, Liverpool, certainly a very influential part of the Anglo-Indian Press, and I believe all the Native Press with them, the exact mode and extent of its interference might well be referred to a small committee of merchants and revenue officers, with instructions to work on such lines as Government deem it fit to prescribe. My confident belief and hope is that the turning point has now been reached; that if Government takes action, the result will be that in a very short time good pure growths of cotton will revive, and that the gain, both to the growers and the consumers of bad cotton and to the prosperity of both India and Lancashire, will be enormous. The middle-men on both sides of the water will continue to make their commission as heretofore.

Appointment of Commission deprecated.

I will conclude with two newspaper quotations, one from the *Times of India* representing the Bombay merchants' *official* view (I have found it does not agree with the private views of many), and one from the *Liverpool Chamber of Commerce* representing the Liverpool merchants' policy, which the *Bombay Gazette* cordially supports :—

Newspaper arguments:

"We can hardly believe that the Government of India will legislate against practices which can be so easily put down by the exporting firms of this city. We can never admit that Government should decide what quality of cotton any particular district shall grow. It was prophesied that the cotton trade would collapse when the Cotton Frauds Act was abolished, but our shipments are larger than ever, and the Berars flourish with a short-stapled cotton, yielding the rayat a much better return than be obtained for the longer stapled varieties."—*Times of India*, December 6, 1890.

for legislation,

Next comes Liverpool :—

"It is most important that the Indian people should see the necessity of endeavouring to keep up the reputation of their staple in the market, and the short-sighted policy of those who only use their interest in this matter is much to be deprecated. It may be perfectly true that individual firms of packers and growers need no legislation to confirm public confidence in their bales, but it is none the less a fact that East India cotton on the whole is rapidly declining in popularity, and that there is great reason for apprehension of its total extinction in the English market.

against legislation.

"The whole fact of the matter is, we have made a mistake in withdrawing the restraint of legislation from the Presidency, and the sooner we acknowledge our error the better will it be for the future of the East Indian staple in the market of the world."—*Liverpool Journal of Commerce.*

These two extracts seem to put the matter in a nutshell. But if, as the *Times of India* holds, the Cotton Association wanted to and could have put a stop to the evils which are recognised, why has it not done so? Will it be safe for Government to leave the guardianship of the trade to their uncontrolled management any longer? The *Madras Mail* offers the following opinion, which no doubt would be the best solution, if all concerned were only in earnest :—

The *Madras Mail.*

"The concerted action, however, of all interested is the legitimate and best way of putting a stop to the existing state of affairs. Let the spinner refuse to buy the cotton that does not bear the private mark of the selling firm, or any that is offered to him at a lower figure that the market price ; let the European exporter see that the cotton he ships is equal to the samples he is shown, and, as a guarantee, let him invariably place the name of his firm upon all the bales he ships ; let both the buyer on this side and the buyer at home see that they get what they pay for ; and let the Cotton Associations of Bombay and Liverpool firmly insist upon every facility being offered them to do this, and the fraudulent false packer of cotton will soon find his occupation gone. It is merely a question of gain, and when honesty is found to pay better than dishonesty, a great accession to the ranks of the honest will undoubtedly take place."

But can all these excellent suggestions be called into being, is concerted action possible, without legislation? Mr. Sorabjee Shapurjee Bengali's speech quoted at page 16 is a reply.

Why legislation for special staple allowable.

One final argument which I have perhaps not fully dealt with, may be expressed thus. Why should the Government interfere for the sake of cotton rather than for the sake of wheat, indigo, jute or tea? As a matter of fact the tea industry owes its creation to the Government absolutely. In regard to wheat, the present Secretary of State himself has taken action, in order to improve and develop the Indian wheat trade. Recently when consulted on a proposal that Government should guarantee a company for erecting wheat elevators, I said that "so long as Government continues its "present policy in regard to cotton, I saw no reason why it should interfere for the sake of wheat." But there can be little question that if the merchants of Bombay or the Port Trust are not sufficiently enterprising to erect wheat elevators themselves, it would be perfectly open, nay desirable, for the Government to construct one or two themselves, and obtain from America the very best and most experienced men for managing them. Perhaps, however, I am only going over ground already beaten. The Marquis of Salisbury and the Duke of Argyll's opinions I have already quoted, and there are plenty of others to be found, if necessary. Were trade thoroughly able to take care of itself, no one would deprecate Government interference more emphatically than myself; but the evidence I have given proves, I am respectfully of opinion, that Government interference is essentially required.

Chamber of Commerce not a true prophet in the past.

I will wind up with a respectful word of caution for His Excellency in Council. I will not pretend to anticipate the views which the Chamber of Commerce may form upon my proposals, and I trust that they will be friendly. But if adverse, and the Chamber of Commerce prophesise that the trade will correct itself, I would remind Government that the Chamber has been a false prophet in the past, and may be a false prophet in the future—*vide* the following extract from a letter by the Chamber deprecating Government interference; the letter is dated 22nd May 1880:—

"Nothing, the Committee believe, could conduce more to encourage the production of an improved quality of cotton in that country than the opening up of the cotton districts by railways, which would enable the European merchant to establish direct business relations with the Native producer in the interior of the country. When railway communication was introduced into Berar and Gujarat, European buying agencies and machinery were immediately spread over those provinces, and it was to the establishment of such agencies and machinery that the great and permanent improvement in the quality of the cotton grown in Berar and Gujarat is chiefly due. Similar results would be certain to follow the introduction of railways into the Southern Maratha Country, and the Committee desire me respectfully to express their hope that, as cotton cultivated therefrom, unmixed new seed would become a most valuable article of export. His Excellency the Governor in Council will kindly use his influence on every opportunity to promote the construction of railways in those districts.

"In former years the cotton grown in the Southern Maratha Country from American seed was the best cotton produced in India. It brought a high price, and the demand for it was always active. Of late years, however, saw-ginned Dharwar cotton has fallen in value, and it is generally believed by the trade that the fall has resulted from the deterioration of the old exotic seed, from the promiscuous cultivation of exotic and indigenous seed together, and to a large extent also from bad ginning. If railway communication had been extended into the Dharwar districts the deterioration would probably never have occurred, but, until railways are made, the Committee are of opinion that the importation and distribution by Government of new seed is the next best means of restoring and improving the quality of the cotton.' Owing to the serious mixture of 'kappas' which took place during the years 1877-78, it has lately been almost an impossibility for rayats, however willing they might be, to sow it, and it would therefore be a boon to the districts were pure seed again introduced. The rayats have no organization to get the seed out, and the Committee recommend that Government yearly import and distribute a large quantity of American seed, which they think the rayats would gladly and thankfully receive and use."

The Railways have been made, but the once famous Dharwar saw-ginned cotton is in an adulterated state, and a drug in the market. And the "permanent" improvement of the Berar cotton, on which the Chamber plumed itself, has been proved illusory, that is to say, in the absence of official assistance, the "natural operations of the laws of trade" have led to the staple becoming deteriorated and discredited, to, as I hold, serious loss to the rayats and diminution of the wealth of India.

I will only, in conclusion, express my regret at the length to which this paper has extended, and that it should contain so many extracts and clippings. I feel, however, that it is right to quote authorities for facts and to give reasons for the faith that is in me, if possible in the words of others who have a more practical acquaintance than I have with this very important subject.

I append copies of my correspondence with the Liverpool Chamber of Commerce and the Liverpool Cotton Association.

H. E. M. JAMES,
Commissioner, N.D.

Broach, 19*th February* 1891.

P.S.—Since the foregoing was put into type, Mr. Ozanne and I have had the great advantage of consulting unofficially some of the leading merchants in Bombay. And I am under the impression that without supporting any heroic measures or sweeping interference with trade, they may be found in favour of moderate measures of reform such as the protection of the districts producing Broach cotton from the importation and mixing of bad seed, whether pure or in 'kapas,' the prevention of the ginning of Dharwar-American along with indigenous cotton, and the imposition of a slight export cess for assisting the Director of Agriculture in improving staples, importing and distributing seed, and carrying out the proposed law. The general Bombay opinion, I find, is against any attempt to enforce the branding of cottons, and the proposal to order "mixtures" to be branded as such would be strongly opposed,

Hopes of agreement on part of Bombay Chamber to moderate legislative reforms.

if only on the ground that (so the impression is in Bombay) in Liverpool the look of many of the pure staples is not always known, and genuine cotton honestly declared has been rejected as belonging to some other variety, merely because, owing to a short rainfall, the staple was not up to the mark of the preceding year. Personally I see no reason to recede from the views already expressed. It is feared in Bombay that the label "Mixtures" would discredit the cotton, but the Liverpool Cotton Association hold that the mixtures marked as such would sell for exactly what they were worth. If need be, let a bale bear no descriptive mark at all, but if it bears any, let that be one which is genuine, and let the merchant's invoice correspond with it. Separate the genuine from the mixed cotton, and then the genuine must, I hold, realise its true price, to the ultimate benefit of the producer, and to the correction in some degree of that want of confidence, which, combined with fluctuations in exchange and other causes, must be very injurious to the trade at present, and which I would certainly be the last to aggravate. I would therefore certainly legislate on this point—indeed, take full powers for all the reforms which I have mentioned in the body of this paper; but I would only introduce them cautiously, advancing step by step, till gradually great improvements might be effected. For instance, the one term "Broach" might be defined by notification to begin with, and attention paid to prevent the classing of "mixtures" under that term. After this had been in force some time, pure American-Dharwar might also be protected from false description, and so on. If the word "mixture" is objected to, perhaps the word "Bombay-pressed" might be substituted for bales prepared in that city. I have shown at page 18 the difference in value at Bombay itself between Bombay and up-country pressed cotton. Merchants could not reasonably object to this, and the name would, of course, be a signal to the buyers at home to examine the bale, in case it had undergone any mixing in Bombay. The present arrangement is clearly unfair to up-country buyers and pressers.

The word 'Bombay pressed' might be used for Bombay mixtures.

I ought not to omit notice of the assistance which the Director of Agriculture has already received from the Chamber of Commerce, and especially from Messrs. Ralli, who (*vide* paragraph 74 of the Director's annual report for 1885-86) advanced his money with which to import some exotic seed for experiments. I feel sanguine that if the Government will take the matter up, and work with the trade, the Chamber and the leading firms will go with them in the endeavour to initiate reforms. The very nature of the trade and the absence of any law has brought about various undesirable customs in it, which, with their aid, can be amended to the good of all, and with the minimum of Government interference.

Messrs. Ralli's assistance to Director of Agriculture.

In conclusion, I would thank the Honourable Mr. Forrest and many other gentlemen for the courtesy and kindness with which they have explained to me various details of which I was in ignorance, thus enabling me to correct some—I dare not profess to say, all—of the errors from which the unprofessional writer of a paper like this could not expect to keep it free.

Bombay, 24*th February* 1891. H. E. M. J.

Addendum.—At Anklesvar, on the 26th instant, there was a meeting of the Patels of the Principal villages around, at which were present Mr. Pestonji and Mr. Jamsetji Ginvala, large cotton-merchants, and also the owners of gins and a press at Anklesvar, the Mamlatdar of the taluka, Rao Bahadur Chunilal Venilal, the District Deputy Collector, and myself. Goghari is grown to some extent in this neighbourhood, and Mr. Ginvala told me that the reason why 'kapas' of that variety fetched a higher price was the superior yield and its bright colour. His idea was that in India merchants paid too much attention to colour, whereas in Manchester the staple was the principal factor, and undoubtedly Goghari had very inferior staple. Were a large consignment of pure Goghari bales to be sent to Europe and specially marked, and Manchester spinners asked to discriminate between those and pure Broach, the difference in price would be remarkable. He had himself imported some four or five years ago 30 or 40 'kalsis' of 656 lbs. each of pure 'Goghari' seed which sold for Rs. 2 more than the indigenous seed and had been sown round Anklesvar. There is no difficulty in ginning the Goghari. In fact it is ginned along with the pure Broach. The cultivators sow it separately, or mixed with pure Broach, in order to obtain the benefit of the increased yield. The Patels informed us, on the other hand, that it was only in some fields that the Goghari plants produced as much 'kapas' as the pure Broach, and that that was the reason why, in spite of the superior yield of clean cotton from the 'kapas,' its cultivation had not spread more extensivily. In fact most of those present stated that they preferred the old cotton, as they could better depend upon its yield per acre. Mr. Ginvala explained to them the importance of keeping the pure staple distinct and also described the mixing practices which went on in Bombay, and they unanimously expressed their opinion that the pure staple should be maintained. The substance of our conversation was put into writing and the Patels signed a representation, of which a translation is appended (*vide* Appendix E). The fact of officials being present might be thought to affect the value of this petition, but I can vouch for its accurately representing the opinion of the Patels, who were all leading and intelligent men, fully alive to their own interests.

Meeting of Patels at Anklesvar.

Extension of Goghari cotton.

Desire of Patels to maintain purity of Broach cotton.

Mr. Ginvala told me that the heavy fining of cotton last year in England has done much to stop mixing. He has recently put up a press at Anklesvar and will not sell any half-pressed bales for export to Bombay now. A few days ago, however, he sold to a large firm's up-country agent a number of bales selected and pressed by himself (Mr. Ginvala), but the agent insisted upon his leaving out the Anklesvar press-mark, and the bales will go to England with a 'Broach' mark. Mr. Ginvala described vividly the frauds from which he and other merchants suffer. At Palej, cartmen, agents and others combine with 'Baniyas' to buy a cart-load of 'Rozi' at ⅔ths of the price of pure Broach, mix it with a consignment of Broach cotton which he has purchased from the rayats, and divide the spoil. A case of this kind occurred only four days ago. At Sayan, in Surat, the

Results of last year's action in England.

Anklesvar mark rejected by an up-country agent.

Frauds by mixture of 'Rozi' and 'Khandesh' with Broach cotton.

'Baniyas' who import bad Khandesh 'kapas,' mix it with Broach 'kapas' and offer it for sale as all pure Broach. No prosecution is possible. All Mr. Ginvala can do is to dismiss his 'mehtas' or fine the Baniyas. The good cannot be picked out from the bad cotton. Prosecution would entail waste of time, the conveyance of the cotton to court, detention, delay in realizing its value, and possibly the court would acquit. So he makes the best of it, and gins the lot together.

Prosecutions impossible.

Mr. Ginvala produced a quantity of 'Sukalia' cotton, unripe bolls, dried in the sun, of absolutely worthless staple. The Patels declared that, so far as they could manage it, they picked cotton pure and ripe. But when once they began a field they had to finish it, as otherwise they could not tell if any pilfering had been committed. Labour was scarce and they were still afraid of thefts. But they fully admitted the advantage of picking cotton early in the morning, and ripe bolls only.

Picking discussed.

26th February 1891. H. E. M. JAMES.

APPENDIX A.

CORRESPONDENCE BETWEEN THE COMMISSIONER, NORTHERN DIVISION, BOMBAY PRESIDENCY, AND THE CHAMBER OF COMMERCE, LIVERPOOL.

LETTER FROM THE COMMISSIONER.

No. 3278 OF 1890.

AHMEDABAD,
BOMBAY, *28th August* 1890.

To the PRESIDENT, CHAMBER of COMMERCE, Liverpool.

SIR,—I do myself the honour of forwarding the copy of a letter which I have addressed to the President of the Liverpool Cotton Brokers' Association, and, should you consider the subject one of general commercial interest, I should feel very much obliged if you could favour me with your opinion on the matter discussed, and could give me any information concerning it.—I have, &c.,

H. E. M. JAMES, Commissioner, N.D.

(COPY.)

No. 3277 OF 1890.

AHMEDABAD, *28th August* 1890.

To the PRESIDENT, LIVERPOOL COTTON ASSOCIATION, Liverpool.

SIR,—In the interest of the cultivators of cotton in Gujarat, which forms part of that division of the Bombay Presidency at present in my charge, I take the liberty of addressing you on the subject of the mixing and adulteration of cottons which is at present rife in this Presidency.

2. You are possibly aware that, during a long series of years, the Bombay Government legislated in order to maintain the staple cottons of the Presidency free from adulteration and mixing. The first Act was Regulation III of 1829. In 1863, during the American War, when the demand for Indian cotton was great, Sir Bartle Frere passed a very strict Act, which was afterwards amended in 1878. This, however, was repealed altogether in 1882 by Sir James Fergusson, at the instance of Messrs. Gaddum and Co. and other Bombay firms, who urged that they could select and export good cotton without the interference of the law or the State.

3. It appears, however, that in the short-sighted endeavour to pass off inferior cotton as good, many members of the mercantile community of this Presidency are now lending themselves to the practice (strictly forbidden by the former laws) of bringing cotton from districts where inferior staples are grown to districts with good staples, and ginning them together, so as to pass off the whole as good-stapled cotton. And even cottons separately ginned and imported into Bombay are mixed in that city in an elaborate way by a machine called an opener. These practices have, I am informed, given Indian cotton a bad name in the Liverpool market. The practice also directly affects the source of supply. The Broach District has hitherto yielded the best cotton in the Presidency. (Saw-ginned Dharwar used to be far the best, but has been ruined owing to various causes that I need not here go into.) But, owing to bad cotton being imported into the Broach District and ginned there for the purposes of adulteration, the mixed seed finds its way to the Broach cultivator, who, from such seed, can only raise an inferior crop ; hybridising goes on, and the whole of the Broach cotton is likely, before long, to be ruined. For the same reasons Dholera cotton is falling off in value. The owner of a local cotton mill has given me the following figures, showing that the price of Indian cotton is going down at home, compared with American :—

	July. 1890.	July. 1889.	July. 1888.
Middling American	6¼*d.*	6 3/16*d.*	5 9/16*d.*
Good Fair Dholera	4¼*d.*	4⅜*d.*	4 6/16*d.*
Differenc ...	2¼*d.*	1 13/16*d.*	1¼*d.*

The inference, therefore, is that good Dholera and Broach cotton will shortly cease to exist. No doubt cases have occurred where bad cotton has supplanted good without much mischief. In Khandesh, the bad short-stapled Waradi has entirely supplanted the long silky Hinganghat, which was introduced by Mr. Lionel Ashburner, C.S.I., but the superior yield of the former makes up for its lack of quality. This precedent is, however, inapplicable to Broach, where there is no reason to believe inferior seed would yield more than the existing fine staple.

4. I am anxious, therefore, before the Broach and Dholera cottons are irremediably ruined, that the Government of Bombay should interfere. The Bombay merchants will probably raise objections, on the ground that so long as they can make a profit on the cotton

passing through their hands, interference is not called for. But the depreciation in the value of Indian cotton, which is likely to be accentuated by the recent high rise in silver, is of vital importance to the producer, and it is likely to affect the land revenue of the Government.

5. I am engaged in collecting facts, and have already obtained more than sufficient to show that besides the revival of deliberate adulteration of cotton with foreign matter, the importation of inferior cotton into good districts, in order that it may be mixed with cotton there, and stamped as coming from the good district, is very common all over Gujarat. So gross is the evil that I believe about four times the quantity actually grown in the district is exported under the name of "Broach." I hope to be in a position to address the Government of Bombay on the subject shortly. Meanwhile, my attention has been called to a bye-law relating to falsely-packed East Indian cotton, reported to have been passed by the Liverpool Cotton Association, clause 3 of which is said to run as follows:—"All East Indian cotton "shall be sampled by numbers, every bale being sampled, unless buyers "and sellers agree to the contrary. Should ten from out of the lot "prove falsely packed, the buyers shall have the option of invoicing "back on delivery terms, or of cancelling the contract."—(*Times of India* of 24th July 1890.) I am informed, too, that a large quantity of Broach and Dholera has been "invoiced back," and sold at a loss. I have heard also that contracts with French importers have been rescinded lately on similar grounds. If these be facts, it would seem that the complacency with which Bombay shippers buy and forward mixtures is not shared by those who have to use the cotton in Europe.

6. The action that I should likely to see taken here would be on the line of the Merchandise Marks Act, making it penal to export mixtures without describing them as such. But, before moving in the matter, I would ask you kindly to verify the information stated in my last paragraph, and to inform me

Firstly.—If there be a demand in Liverpool for Bombay mixtures *as such.*

Secondly.—Whether spinners would purchase Broach or Dholera pressed in Bombay, if each bale were branded "mixed Surats."

Thirdly.—Whether there is any preference in favour of long unmixed silky cotton from the East Indies as opposed to short coarse and mixed staples.

7. I would also ask you kindly to give me any information in your power as to whether the falling off in price of Indian, compared with American, cotton, is due to false packing; whether an increase of false packing, adulteration, or other signs of deterioration have been noticed in East Indian cotton of late years; whether the Liverpool merchants would consider it an advantage that every bale should really contain the variety of cotton whose name is stamped upon it; and whether there is a possibility of the price of East Indian cotton rising, and of more being purchased in England, if its quality, cleanliness and packing were improved.

8. I append a statement showing the ports to which cotton was exported from Bombay in 1889-90. You will notice that Liverpool and London combined take a little less than one-fourth of the Bombay cotton, and that a great deal is exported to Havre, Antwerp, Hamburg, Genoa and Trieste. It may be argued that, if merchants in foreign countries are willing to buy adulterated and mixed cottons, the Liverpool market can be left out of count. I do not know whether you can give me any information as to the use to which the cotton that is exported abroad is put, or as to the esteem in which it is held; but, if it were in your power to do so, I should be grateful for any facts. It seems hardly possible that foreign merchants should look with favour upon practices which the Liverpool merchants find disadvantageous. Yet, if legislation be proposed, the query will be put—Why, if mixed East Indian cotton finds a ready market abroad, any interference by the State should be necessary to secure its export in an unmixed and unadulterated condition?

9. I am taking the liberty of sending a copy of this letter to the President of the Liverpool Chamber of Commerce, as I think it likely that the Chamber may also take an interest in the matter, and be willing to assist me with information. I need hardly add, in conclusion, that I shall be very thankful for any assistance that you can give me in this matter.—I have, &c.,

H. E. M. JAMES, Commissioner, N.D.

Ports in Europe to which cotton was shipped during 1889-90.

Ports.	Total 1889-90.
Liverpool	344,286
London	25,398
Hull	210
Marseilles	11,401
Havre	130,367
Dunkirk	50,866
Antwerp	254,113
Ghent	9,713
Amsterdam	160
Breman	18,647
Hamburg	144,516
Barcelona	13,400
Genoa	132,092
Naples	20,060
Venice	87,654
Leghorn	2,900
Trieste	211,425
Piræus	710
Odessa	25,130
Gothenberg	3,850
Christiana	...
Stockholm	...
Bergen	50
Malmo	...
Narkaping	1,100
Nykaping	200
Port Said	...
Total	1,488,248

H. E. M. JAMES, Commissioner, N.D.

REPLY, ADOPTED BY THE COUNCIL OF THE CHAMBER, OCTOBER 31ST, 1890.

"MIXING AND ADULTERATION OF EAST INDIA COTTON."

THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,
A 12, EXCHANGE BUILDINGS:
LIVERPOOL 22*nd October* 1890.

To H. E. M. JAMES, Esq., Commissioner, N. D., Bombay Presidency, Ahmedabad.

SIR,—I have the honour of acknowledging the receipt of your letter dated Ahmedabad, 28th August, 1890, enclosing copy of your letter to the President of the Liverpool Cotton Association, on the subject of the mixing and adulteration of cotton practised in the Bombay Presidency, for which communication I beg to thank you.

The subject therein discussed, rightly considered to be one of general commercial interest, has for several years received the attention of the East India and China Trade Section of this Chamber, as will be seen from the enclosed copy of the Report of a Special Committee appointed to consider the question in 1884, who drew attention to the very evils of which you now complain.

A copy of this Report was forwarded on 29th May, 1884, to the Secretary of State for India, and a reply was received, under date 16th August, 1884, that Lord Kimberley had "come to the conclusion that it would not be desirable to re-open a question which, after very full inquiry and deliberation, was settled so recently as in 1881, in accordance with numerous representations from the mercantile community, among which that from the Liverpool Chamber of Commerce was not the least weighty or decided."

It is quite true that in 1877, this Chamber, moved by the Commercial Community of Bombay, presented a memorial to the Secretary of State for India in Council, praying that the Cotton Frauds Act, No. IX, of 1863, might be repealed, and that his assent might not be given to the new Bill, No. I, of 1877, but the increased mixing and false packing of Cotton which took place between 1881 and 1884, proved to this Chamber that the arguments adduced in 1877 were in many respects fallacious. The further experience of the last six years has served only to strengthen the opinion expressed in the Report that these evils call for special legislation, providing penalties for the adulteration and false packing of cotton.

You will see from the concluding portion of the Report that the help of the Bombay Cotton Association was invited; but that body, in which the selling and packing interest is largely predominant, came to the conclusion "that special legislation was not advisable." A further stimulus was thereupon given to the practice of adulteration, which has since continued steadily to increase year by year, until the imports into Liverpool during the present season have been "mixed" and "false packed" to an extent never before witnessed, even during the period immediately preceding the enactment of the Cotton Frauds Act in 1863.

An alteration was made last year in the bye-laws of the Liverpool Cotton Association, with a view of checking the practice, but it has proved altogether ineffective, and although further and more stringent regulations are about to be made, it is feared that the penalties they impose will not reach the original offenders, and that their effect will be rather to hamper, harass, and curtail the trade.

It is submitted that the only way of stopping the evil is to punish those who are really guilty, viz., the *packers* in India. This can only be done by legislation in India, which the Chamber sought for six years ago, but was peremptorily refused. Probably the indisposition of the Indian authorities to legislate may be somewhat diminished now that, by the passage of the "Merchandise Marks Act," the principle is established that buyers have a right to be protected from imposition by mixture and wrong description, and that it is penal to commit frauds of this nature.

Allow me to express the opinion that you are mistaken in your assumption that "the Bombay merchants will probably raise objections on the ground that, so long as they can make a profit on the Cotton passing through their hands, interference is not called for." Those engaged in the export of cotton from Bombay are largely represented in the "East India and China Trade Section" of this Chamber, and I believe they are almost unanimously in favour of the views expressed in the Report. The opposition in Bombay is on the part of those who are proprietors of presses, or Managers or Directors of Press Companies, or otherwise engaged in the packing of cotton, who advocate what appears to the Council of this Chamber to be a short-sighted and mistaken policy. I am convinced that legislation, on the lines recommended in the Report, will be for the true interests of all, viz., of the cultivators in India, of the exporters from Bombay, and of the consumers in this country and on the Continent.

The following are replies to the specific questions you put :—

1.—Mixed and false packed cotton are saleable in Liverpool *at a price*, but that price is generally only equal to what would have been given for the inferior cotton in the bale.

2.—Spinners would probably buy Broach and Dholera, branded "mixed," but only on the basis of price indicated above.

3.—There is always a very great preference in favour of good stapled East India cotton, and a considerably higher price is paid for it than for "short" or "mixed" staples.

The low price of East India cotton is largely due to the "mixed" condition in which it is packed, and its consumption in this country has undoubtedly been checked.

Liverpool merchants and Manchester spinners would both regard it as a very great advantage that every bale should really contain the growth of Cotton which it purports to contain.

Assuring you of the hearty co-operation of this Chamber in any effort you may make to obtain special legislation of the nature indicated,—I have, &c.,

HENRY COKE, President.

EAST INDIA AND CHINA TRADE SECTION OF THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL.

REPORT OF THE SPECIAL COMMITTEE OF THE SECTION, ON THE ADULTERATION OF EAST INDIA COTTON.

Adopted by the Section on the 27th May, 1884, and by the Council of the Chamber on the 28th May 1884.

LIVERPOOL, *15th May* 1884.

Prior to the year 1863, the high price of cotton, consequent on the American War, led to a great increase in the adulteration of Surat cotton; and in that year an attempt was made to stop the practice by passing, in the Bombay Legislative Council, an Act generally known as the "Cotton Frauds Act," subsequently modified by a Bill passed in 1878.

By this Act the adulteration of cotton, whether by the admixture of stones, dirt, seed, or inferior cotton, was constituted a penal offence; a system of inspection by Government officials was established, and its cost provided for by levying a fee on each bale of cotton exported. This measure produced an immediate effect, for, after a few years, the practice was greatly lessened. In 1864 the Bombay Chamber of Commerce reported that there was "a very marked improvement in the general freedom from seed and wilful adulteration, which had become so growing an evil previous to the passing of the Act."

Subsequently, not only did this decrease of adulteration continue, but there was also a marked improvement in the quality of Bombay cotton; but few legal proceedings were necessary; and, the cost of maintaining Government inspection being onerous, a feeling adverse to the Cotton Frauds Act arose amongst the mercantile community. In course of time this opposition to the Act strengthened, and its repeal was advocated, on the following grounds:—

1. That it was useless and unnecessary, the general criminal law providing sufficient remedies.
2. That the improvement in the quality of Surat cotton since the Act was passed was due, not to the operation of the Act, but to the natural operations of commerce, resulting from the bringing into closer contact the grower and buyer of cotton.
3. That, in such circumstances, the cost of Government inspection, amounting, as it did, to some £20,000 a year, was an unjustifiable burden upon the trade.

The Bombay Government was much opposed to the repeal of the Act; but, after several years of agitation by the Bombay Chamber of Commerce, which was supported, in 1877, by the Chambers of Liverpool and Manchester, the Government of India took a different view; and, by the advice of the Viceroy in Council, the Secretary of State for India, in April, 1880, directed the introduction of a Bill to repeal those sections which authorised the levy of a fee on all bales exported, and the maintenance of an establishment for inspection. Such a Bill, leaving in force the special penal provisions, and the regulation as to license of presses, was accordingly passed by the Bombay Legislative Council in February, 1881, but was vetoed by the Viceroy. The following year a Bill was passed repealing all previous legislation on the subject of Cotton Frauds.

The course of events since has, unfortunately, shown that the opinion, then almost unanimously entertained by the mercantile community, that the abandonment of the practice of adulteration was not due to the deterrent influence of the Act, but to the bringing together of grower and buyer, was erroneous; for, although the latter influence has been in no wise diminished, there was an immediate revival of adulteration, which has become year by year more extensive, more systematic, and more skilfully conducted. At first it was effected by mere false packing in the bale, layers of an inferior description of cotton being inserted when the bale was pressed. Next, there were introduced machines called "openers," by means of which the inferior cotton could, after ginning and before packing, be more thoroughly mixed up together; and now the fraud is carried another stage further, inferior seed cotton being mixed before ginning. The two sorts are thus ginned together and thoroughly incorporated, the detection of the fraud being thereby rendered more difficult. This is a most dangerous form of adulteration, for the seed of the different varieties must necessarily become mixed, and, if sown together, will inevitably damage the staple of the better growth in subsequent crops.

All the superior growths, which are usually imported into Europe, are liable to be thus deteriorated. Short-stapled Khandesh cotton is specially grown, in annually increasing quantities, for the purpose of adulterating Amraoti cotton. Short-stapled Sind cotton is imported into the Dholera districts; and now, even Broach—the finest Indian growth—has been tampered with, and the mixture with it of Bengal and Dholera cotton is reported from Bombay. The comparative values of the various growths are as follows:—

Best Broach	...	...	... $6\frac{1}{8}d.$
,, Dholera	...	...	... $5\frac{9}{16}d.$
,, Oomra	...	...	... $5\frac{3}{16}d.$
,, Bengal	...	...	... $4\frac{7}{16}d.$
,, Sind	...	...	... $4\frac{1}{8}d.$

In the opinion of your Committee, this growing and most serious evil, bringing, as it does, discredit upon Indian cotton as a whole, and disorganising an important trade, requires prompt and energetic measures for its suppression, and, other influences having proved insufficient, calls for some special legislation.

Your Committee does not recommend the re-enactment of the "Cotton Frauds Act," with its cumbrous and expensive system of Government inspection, but considers that much simpler steps will suffice, and that the better course is—quoting from the despatch from the Secretary of State to the Viceroy in Council dated 28th April, 1880—"to retain special penal provisions against fraud and adulteration, which might be set in motion either by the party injured or by the magisterial authorities, who would practically put the law in force only when fraudulent practices become flagrant and notorious."

Many object to such special penal provisions on principle, considering that they interfere with the natural course of trade, and infringe the maxim of "*caveat emptor*"; but it is a course which has been successfully pursued in this country to combat a similar evil; and your Committee only suggest that measures should be taken in India to stop the adulteration of cotton similar to those which have proved

effectual in England to stop the adulteration of hops, without undue vexation to any, and to the great benefit of all engaged in the trade.

By 29 Vic., c. 37, s. 5, "Any person putting, or suffering to be put, hops of different qualities or value into the same bag or pocket is liable to be fined £20 for every such bag or pocket," one moiety of which goes to Her Majesty, and remainder to complainant; in default, three months' imprisonment. By other sections a like penalty is inflicted on "Any person putting hops into any bag or pocket without having marked, or caused to be marked thereon his name and the parish and county in which the hops were actually grown, in plain and legible figures of four, and on pockets three inches in length, at the least, and half an inch in breadth."

Your Committee recommends:—

1*st.*—That in a similar manner, the wilful packing of two sorts of Indian cotton in a bale—which should cover the wilful packing of two sorts, even if mixed before ginning—should be constituted a penal offence, punishable by a substantial fine for each bale so packed, half of the fine to go to the complainant with imprisonment in case of default.

2*nd.*—That each cotton press should be licensed; a condition of its license being that there is placed upon every bale packed upon its premises its "press mark" and number; and also when its screws are let to any private packer, that there is placed on every bale of a lot a distinguishing mark of which a record should be kept, so that the party responsible for the packing of each bale may, on reference to the Press Register, be readily identified. [Provision would thus be made, both for the punishment of the offence, and for the detection of the offender.]

3*rd.*—That no unginned cotton should be allowed to be imported into any cotton-growing district, without the sanction of the Collector or other officer in charge of the district.

Your Committee recommends that the co-operation of the Bombay Cotton Association should be sought, and that this body should be invited to take such steps as lie in its power to mitigate the evil.

At the close of last season the subject was discussed by the Bombay Association, and certain alterations were made in its bye-laws, but these have evidently been insufficient, for the adulteration has this season been even more flagrant. One great inducement to the practice has been the difficulty of thoroughly examining cotton pressed up-country, and sold in Bombay in "full-pressed" bales. To avoid the expense of rescrewing, and the deterioration in the quality of the cotton thereby caused, the custom has arisen of sampling in Bombay only 3 bales in 100, which obviously affords facilities for passing fraudulently packed cotton, and once the cotton is delivered, and the transaction completed, there is no subsequent recourse, even in the case of palpably fraudulent packing.

This is not the custom in other cotton markets. In Liverpool, if a bale is discovered to be "false-packed" when opened out at the mill of the buyer, it can be returned to the seller within any period not exceeding three months and ten days. In America similar rules exist,

and claims for false packs, duly authenticated by oath or affirmation, can be recovered within a certain time, the period being longer than in Liverpool, to allow for the transit of cotton to the consuming market.

Your Committee think that a principle thus recognised in other cotton markets should be adopted also in Bombay; and that even after shipment to Europe, a seller should be responsible for "false-packed" claims, if properly authenticated. A great incentive to fraud would then be removed, for a seller, knowing that he would be liable for reclamations, would have comparatively little temptation to commit a fraud which, though it might escape detection in Bombay, would be certain to be discovered when the bale was opened out.

THOMAS COMBER.
R. P. NIXON.
JAMES G. SMITH.

APPENDIX B.

ADULTERATION AND MIXTURE OF GROWTHS OF EAST INDIAN COTTON.

LIVERPOOL COTTON ASSOCIATION, LIMITED.
49, BROWN'S BUILDINGS,
LIVERPOOL, *25th November* 1890.

To H. E. M. JAMES, Esquire, Commissioner, N. D., Bombay Presidency, Ahmedabad.

SIR,—Your letter of 22nd August has received the careful consideration of the members of this Association, who are deeply interested in the subject to which you draw attention.

In deliberating upon your communication, this Association has had the advantage of conferring with the Manchester United Cotton Spinners' Association, and the reply I have now the honor to submit embodies the views of both Associations.

The question of dealing with false-packing has for some time past engaged the attention of this Association, and rules of a drastic nature (copy of which I enclose) have recently been adopted with the object of putting a stop to this most objectionable practice.

I am requested to point out that the comparison of the price of Middling American and Good Fair Dholera Cotton taken by you in July in the years 1888, 1889, 1890, is somewhat misleading, inasmuch as Middling American was exceptionally high in July 1889, and still higher in July 1890, but as a matter of fact Broach and Dholera Cotton have ruled lower compared with American this year than last, while Hinganghaut, Oomra and Bengal have maintained their previous positions.

In reply to your questions 1, 2 and 3 I am requested to say:—

1st.—That for a time there was no demand whatever for Cotton mixed in the bale, but as holders became more urgent to sell and offered this mixed Cotton at a price very little above the value of the inferior portion of the bale, a de-

mand for it sprang up which of late has much exceeded the demand for the regularly packed article.

2nd.—It is presumed this question refers rather to bales in which the staple is mixed throughout than to bales inferior in grade and cleanliness on one side, but the same reply may be made, viz., that Spinners will purchase it if they are tempted by a price only fractionally higher than the value of the shortest staple.

3rd.—Great preference is given by buyers to long unmixed silky Cotton, and very high prices relatively are paid for it.

As already alluded to, the falling off in the price of East Indian as compared with American Cotton has been mainly in Broach and Dholera, the two growths which have been most badly false-packed and mixed, and therefore it is thought highly probable that the false-packing and mixture of staples has been partly or largely the cause of the falling off in price. At the same time there are other causes, such as improved trade (leading Spinners to buy the higher priced article) and much larger crops in India, which may have contributed to produce this result.

There has been a marked increase in false-packing and adulteration of East Indian Cotton of late years.

The Association is not aware of any general system of branding or stamping Cotton; the letters indicate very little, *e.g.*, F. B. may mean Fair Bengal, Fine Bengal, Fine Broach, or Fine Bhavnagar, and scarcely any attention is paid to them here, but it would be an advantage if the bales were branded so as to show whether the Cotton was grown say in the Dholera, Broach, Oomra, Bengal or Sind Districts.

This Association is of opinion that England would use more East Indian Cotton if it could be obtained of the real Broach and Hinganghat staple, and of East Indian Cotton generally if the cleanliness and packing were improved.

In conclusion, I would say that while admitting that the Liverpool Cotton Association is not free from blame for the increase of false-packing and mixture in the bale of different growths in East Indian Cotton, inasmuch as until recently it has discountenanced the sampling of bales except on what is called the "Fair side" of the bale, and although it is confidently trusted that the stringent Bye-laws on the subject which have been adopted may do much to put a stop to the practice, still it seems to this Association that the Government of India might do more than it is doing to check the evil at its source, and to punish those who are really guilty in the matter.

This Association does not feel itself competent to express any opinion as to whether the Cotton Frauds Act should be re-enacted, or whether any new Act should be introduced, but would suggest that it is worthy of consideration whether the Indian Merchandise Marks Act, passed last year, might not be applicable, or made to apply to cases of fraudulent packing and mixing. I may add that in the opinion of the Association any legislation to correct the evils spoken of should not cause a tax to be placed upon the export trade of India.—I am, &c.,

F. M. TOWNSEND, President.

RESOLUTIONS PASSED BY THE ASSOCIATION, 3RD NOVEMBER 1890.

1.—That in the Bye-laws relating to the sampling of East Indian Cotton, in place of Clause 2 the following be substituted (first paragraph of Clause 3 to remain unaltered):—

"East Indian Cotton shall in all cases be sampled as follows, one hoop to be removed and samples (outsides having been picked off) drawn in equal quantities from both sides and the middle of either end of the bale.

N.B.—This examination shall not invalidate any subsequent claim for false-packing which was not shown in the samples laid before arbitrators." (This *N.B.* to apply also to Clause 3, 23rd June 1890.)

2.—That in addition to the existing provisions relating to the mode of sampling it shall be at the option of the Buyer or Seller to remove all the hoops and draw samples from any part of three per centum of the bales.

3.—That all the samples drawn shall be used for determining questions either of false-packing or quality, but due allowance shall be made for the change in the appearance of the hard side of the bale by the cross-packing.

4.—That in all arrival contracts the time allowed for the return of false-packed and unmerchantable Cotton be extended to six months.

5.—That where arrival Cotton is returned for false-packing the arbitrators may, at their discretion, inflict a penalty not exceeding ¼d. per lb.

6.—That the following alteration in the Bye-law referring to the rejection of Cotton containing 10 per cent. or more of false packed bales (Clause 3 in Bye-laws relating to East Indian Cotton) be adopted:—

After the "words shall have the option"

"Of invoicing back the lot if bought on C. I. F., or C. F., terms (within one month from the last day of landing), unless the Cotton has left Liverpool, in which case the actual false-packed bales only shall be returned";

OR

"Of invoicing back the lot if bought on Liverpool arrival or delivery terms, unless delivery has been taken, in which case the actual false-packed bales only shall be returned";

OR

"Of cancelling the Contract if bought on spot terms, unless delivery has been taken, in which case the actual false-packed bales only shall be returned."

APPENDIX C.

Extract from the "Cotton Trade of Great Britain" published by Thomas Ellison in 1886.

Year.	Average price of Middling American Upland.	Average price of Fair Dholera.	Year.	Average price of Middling American Upland.	Average price of Fair Dholera.
A.D.	*d.*	*d.*	A.D.	*d.*	*d.*
1811	12½	12	1848	4⅛	3⅛
1812	16¾	14	1849	5⅛	3⅞
1813	23	17½	1850	7	5¼
1814	29½	21	1851	5½	4¼
1815	20⅝	17	1852	5 5/16	4¼
1816	18¼	15⅛	1853	5¾	4⅛
1817	20⅛	17	1854	5⅜	3⅝
1818	20	15¾	1855	5⅜	4
1819	13½	9⅜	1856	6 5/16	4¾
1820	11½	8½	1857	7¾	5⅛
1821	9½	7⅞	1858	6⅝	5½
1822	8¼	6⅞	1859	6¾	5
1823	8¼	6¾	1860	6¼	5
1824	8½	6⅝	1861	8 9/16	6 5/16
1825	11⅛	8⅞	1862	17¼	12⅛
1826	6¾	5½	1863	23¼	19¼
1827	6½	5⅛	1864	27½	21½
1828	6⅜	4⅝	1865	19	14½
1829	5⅜	4	1866	15½	12
1830	6⅞	5	1867	10⅞	8¾
1831	6	4⅝	1868	10½	8½
1832	6⅜	5	1869	12⅛	9¾
1833	8½	6⅛	1870	9 15/16	8¼
1834	8⅝	6⅜	1871	8 9/16	5 13/16
1835	10¼	7¼	1872	10 9/16	7½
1836	9⅜	6¼	1873	9	6 3/16
1837	7	4¾	1874	8	5 5/16
1838	7	4⅞	1875	7⅜	5
1839	7⅝	5⅞	1876	6¼	4½
1840	6	4½	1877	6 5/16	5 3/16
1841	6¼	4⅜	1878	6⅛	4 15/16
1842	5⅜	4	1879	6 5/16	5
1843	4⅜	3½	1880	6 15/16	5¼
1844	4⅞	3⅜	1881	6 7/16	4⅜
1845	4⅛	3⅞	1882	6⅜	4 5/16
1846	4⅞	3½	1883	5¾	3⅞
1847	6⅛	4½	1884	6	3 15/16

PRICE OF COTTON FROM 1884 TO 1889.

Average price collected from Cotton Circulars received from Mr. T. Ellison—

August 1884-85—		September 1885 to September 1886—		June 1886 to June 1887—	
Uplands Mid ...	5·85	Uplands Mid ...	5·11	Uplands Mid ...	5·33
Good Dholera ...	4·98	Good Dholera ...	4·46	Good Dholera ...	4·30
Difference ...	0·87	Difference	0·65	Difference ...	1·03
March 1887 to March 1888—		March 1888 to 1889—			
Uplands Mid	5·58	Upland Mid	5·54		
Good Dholera	4·38	Good Dholera	4·6		
Difference ...	1·20	Difference ...	1·48		

APPENDIX D.

Extract from Mr. Curzon's "Russia in Asia."

The branch of industry, however, from which Russia, with probable justice, expects the greatest return, is that of cotton plantation, which, after a long apathy, is (if official reports are to be relied upon) being vigorously pursued both on the banks of the Amu Daria and in Turkistan. American seed has been imported into the country; American scientific methods and appliances have been studied; and in observance of the commercial policy which I have more than once sketched, an American company that applied for a concession met with a peremptory refusal, the Russians intending to keep an absolute monopoly of the industry, both growth and export, in their own hands. General Annenkoff, in the paper on the commerical importance of the Transcaspian Railway, from which I have before quoted, gave the figures of the present produce of cotton in Central Asia as follows:—

Bokhara	2,000,000	roods.
Khiva	500,000	,,
Khokand	300,000	,,
Amu Daria	500,000	,,
Total...	3,300,000	,,

and those of the exports of cotton *viâ* Orenburg before the construction of the Railway as—

1883	603,000	roods.
1884	626,000	,,
1885	668,000	,,

The book which he is understood to be about to publish upon the Railway will no doubt contain more recent statistics. So far the fertility of the Central Asia cotton seed has not been developed to anything like the same extent as its American rival. One pood (36 lbs.) of the former in its impure state yields only 9 lbs. of pure material, while the corresponding of American seed produces 15 lbs. One desiatine (*i.e.*, 2½ acres) of land in Central Asia will give from 12 to 14 pounds of pure cotton; the same area in America will give from 22 to 30. The present annual requirements of Russia are stated at about 8,000,000 pood of cotton, which she imports from Egypt, India and America.

I pood = 36 English lbs; 62 pood = 1 ton (nearly); at an average price of 11 roubles (22 s.) a pood, General Annenkoff, as I have previously mentioned, claims to be able to offer his railroad-borne cotton from Central Asia in the market of Moscow at 6½* roubles a pood. With the united supply of Mero, Bokhara, Ferghana and Khokan, Russia expects to be entirely self-supporting in another decade.

Of the rapid extension of the industry in Central Asia, the following figures will give some idea. In 1884 only 750 acres in Turkistan were devoted to the plantation of American cotton. In 1886 the area was 30,000 acres, and for the first time an annual meeting of planters was held at Tashkent. In 1886 the export from Central Asia, mainly by the Transzaspian Railway, though at that time carried no further than Mero, was 55,000 bales of 100 kilogrammes (220 lbs.) each. In 1887 the total was reckoned at 120,000—200,000 such bales. In 1888 the area under cultivation was 87,500 acres in Turkistan, and the total export was 521,000 bales, made up as follows :—

Bokhara	122,000	bales.
Khiva	57,000	,,
Taskhent	180,000	,,
Persia	81,000	,,
Erivan	81,000	,,
Total...	521,000†	,,

From the latest report (for 1888) of the trade of St. Petersburgh and Consular District I derive the following :—

"The consumption in Russia of cotton grown in Bokhara, Khiva and Khokand is steadily increasing; although at present produced, the great Bulk of this cotton is not suitable for spinning the finer number of yarn most in demand. The staple as a rule is both short and irregular, the fibre rather dry and weak, and the cotton imperfectly cleaned."

APPENDIX E.

Translation of a Memorandum presented to the Commissioner, N.D., at Anklesvar, by the undersigned Patels of villages in that Taluka.

We, the undersigned Patels of some of the villages of the Anklesvar Taluka, have discussed with the Commissioner, N.D., the District Deputy Collector, the Mamlatdar of the taluka, and the cotton merchants of Anklesvar, Sheths Pestonji and Jamsetji Nasarwanji Ginvala, regarding the preservation of the purity of Broach cotton, and we all make the following request, *viz.*, that, as in several villages of this taluka (Anklesvar) Goghari kapas is sown together with country kapas at present, and as the mixture of the two sorts of cotton lowers the name of pure Broach cotton, and as the sowing of Goghari kapas, while leading to an increase in price, means a decrease in yield of kapas, the sowing of Goghari kapas should be stopped, or

* Assuming rouble at 2s., this means 4$\frac{11}{32}$d. per lb. laid down at mills, as against quotation of 1st May 1890, in the Bombay market for good saw-ginned Dharwar, of 4$\frac{11}{16}$d. per lb. cost, insurance and freight, *i.e.*, landed at Odessa only!

† Equal to about 285,000 Bombay bales.

it should be sown separately from indigenous Broach kapas. Bales of such cotton should be separately pressed and marked "Broach-ginned Goghari." In the same way bales of Broach indigenous cotton should be separately pressed and marked "Broach-ginned Deshi." We also request that the importation into this place from other places of seeds of inferior kapas should be stopped, in order that the esteemed name of pure Broach cotton may be preserved, and that by this means the admixture of inferior kapas with our superior kapas will be stopped. Proper arrangements should also be made that the Bombay merchants may not adulterate our indigenous cotton with the inferior sorts of cotton.

SURAJRAM MANCHARAM, Patel of Anklesvar.
KASAMJI HASAMJI, Patel of Diva.
BHAGWANDAS RAJARAM, Patel of Chorasi.
HANSJI ADAMJI, Patel of Jitali.
ASMALJI SALEMANJI, Patel of Kosamdi.
AHMEDJI ABHRAMJI, Patel of Umarwada.
DAYA FAKIRA, Patel of Bharkodra.
PARTHAM KHUSHAL, Patel of Sangpor.
ASMALJI ABHRAMJI, Patel of Piraman.
HIRA HARIBHAI, Patel of Divi.
RAIJI RAMBHAI, Patel of Boidra.

(True Translation.)

H. E. M. JAMES, Commissioner, N. D.

26th February 1891.

No. 5077 OF 1891.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *24th July* 1891.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3342, dated 14th May 1891, I am directed to forward herewith, for the information of the Chamber, a copy of a further memorandum submitted by Mr. H. E. M. James, C.S., on the subject of frauds in the cotton trade and the deterioration of the staples.—I have, &c.,

W. S. HARVEY,

Acting Under-Secretary to Government.

MEMORANDUM.

S.S. "Malwa," Indian Ocean, 4th June 1891.

Since my pamphlet on East Indian cotton frauds was written, I have had the advantage during my recent leave of visiting both Manchester and and Liverpool, and, by the kindness of Mr. J. K. Bythell, of being introduced to many of the principal brokers, merchants and cotton-spinners. I have also at their invitation and under the instructions of the Secretary of State for India, visited the Chambers of Commerce at both cities, and the Cotton Association of Liverpool. I have thus been placed in possession of information unknown to me when writing in Bombay, I desire to supplement my previous statements and conclusions with some further remarks.

One specially striking fact is the unpopularity of East Indian cotton compared with American in the Lancashire market. Very little E. I. cotton is used unmixed with American cotton, but certain spinners, who manufacture special brands of yarn, still require a certain quantity of E. I. cotton, so as to maintain the appearance of those brands with their customers—for Broach cotton has a valuable and peculiar sheen of its own—but cases of this kind are, so to speak, exceptional. American cotton is longer and finer in staple than Broach, it can be worked more easily and yields a larger out-put of yarn. Owing to the protective systems obtaining in most foreign countries, Lancashire now depends for her exports mainly on the higher counts, which require the greatest skill to manufacture and which can cross the barrier of hostile tariffs. In other words, the tendency becomes greater every day to manufacture goods which represent the maximum of skill with the minimum of material. Now the best Indian cotton, because of the comparative shortness of its staple, is unpopular with the mill-hands, who are paid by the piece, and whose out-turn of work is diminished if "Surats," which is the generic term for all E. I. cotton, be used with or instead of American. So long therefore as plenty of good American is to be had, Lancashire spinners do not care for East Indian, as the figures of consumption prove:—

The export from India in 1889 was	1,672,000 bales.
Indian mills used about	1,000,000 bales.
Total grown (allowing nothing for hand-spinning in India)	2,672,000 bales.
In 1890 the inports into Europe of East Indian cotton were	1,905,970 bales.
Add Indian mills, consumption, say	1,050,000 bales.
Crop of 1890, exclusive of handspinning	2,955,070 bales.
The import into Great Britain in 1890 of East Indian cotton was	604,290 bales.
The deliveries to the home trade in 1890 were.	299,290 bales.
The actual re-export was in 1890	242,850 bales.

We thus see that in 1890, of an Indian crop averaging at least 2½ to 2¾ millions of bales, England used the paltry number of only three hundred thousand, a nearly equal number imported into Liverpool being re-exported to the continent. And of the three hundred thousand consumed in Lancashire nearly one hundred thousand consisted of Tinnevelly cotton, a medium stapled but glossy, clean cotton, which has recently become very popular in certain spinning localities, the reason for which is not altogether certain. In other words only

200,000 bales of Indian cotton, exclusive of Tinnevellies, were consumed by Lancashire, as against 2,785,000 bales of American.

The total consumption of Great Britain in 1890 was :—

American	2,785,590	bales.
Brazil	132,620	,,
Egyptian	253,020	,,
W. Indies, &c.	29,850	,,
East Indian...	299,250	,,
Total ...	3,500,076	,,

Another great difference in favour of American cotton is in the packing. American cotton is imported in loosely packed bales. Before purchase every single bale is sampled, and after purchase on the spot, the buyer samples each bale again. East Indian cotton is packed so tightly by hydraulic pressure that sampling the whole bale is a matter of expense, amounting to about three shillings a bale, so that purchasers are obliged to take a larger proportion on trust, a trust that is too often misplaced, except in the case of large importers whose well-known brands have been prepared by their agents in India, and are to be depended upon. Certainly a buyer can return false packed bales at any time within three months of the date of sale and the seller has to pay all the expenses of transit from and back to Liverpool ; but this is troublesome, so the mixed lots of cotton that were so plentiful last year made for the time being spinners chary of buying Broach and Dholera cotton on the Liverpool market. It should be noted that the old-fashioned "false-packing," by which is meant a clumsy mixing of different kinds of cotton in layers, can with care be pretty easily detected. But the clever mixing of cleaned cotton of different growths at the presses by means of "openers" is very difficult of detection, because staple is among experts so much a matter of fancy and opinion that arbitrators may be deceived where there is mixing done so cleverly as to avoid the appearance of false-packing. These practices undoubtedly contribute, so Mr. Bythell and every one are agreed, to make East India cotton looked upon with disfavour.

Yet, fraud or no fraud, I am afraid the best Indian cotton has but little chance of success in England so long as there is an abundant supply of American, for poor American is, I am informed, superior to the best Broach. When I was in Liverpool, beautiful bales of the new season's Broach were lying unsaleable because, so the owner informed me, of the overwhelming supply of American. The 1890-91 crop is now certain to be at least one-and-a-quarter million bales larger than the previous crop, and many spinners have given up, so I am informed, using Broach, because the plentiful supply of cheap American tempted them to use Americans only. A statement given me by Mr. Bythell shows how greatly and continuously the American crop has grown. When the American crop is short, a demand springs up for E. I. cotton, failing which it somewhat resembles a drug in the Liverpool market, and, as remarked above, is only enquired for by those who have been accustomed to use it for special brands of yarn. Mr. Bythell thinks that the only chance for Broach cotton, so far as Lancashire is concerned, is some diminution in the supply of American, and of that there is no hope at present; still if Broach be exported, pure and unmixed in staple, it will, so all admit, have a much better chance of holding its own in Lancashire. How different is this, from

the time when during a series of years Lancashire looked to India as a great source of supply, and when the man who could bring about the growth of two pods of cotton where only one grew before, was looked upon as a benefactor not only to India but to his own country-men.

On the Continent, where much of the machinery has been constructed for spinning low and coarse counts for which short-stapled cotton is suited, and where protection renders spinners less keen than in Lancashire to produce the most valuable outturn with the minimum of expenditure, E. I. cotton is largely in demand, and except in Russia, where protective duties have recently been largely enhanced, and which consumes the greatly increased supply of Central Asian cotton, the demand appears almost unlimited. The Continent took of E. I. cotton :

In 1889... ...1,317,220 bales. | In 1890 ... ...1,598,240 bales.

Curiously enough, the trade is briskest in "Bengals," generally supposed to be one of the least worthy of East India growths. The staple is so short as occasionally to be almost unfit for anything except for the adulteration of wool, and such-like purposes. It is, however, strong and hard, and I am informed as a fact that the great bulk of the Bengals and the poorer Umras are used for spinning the lower numbers. These coarser yarns are wanted for legitimate purposes and the short-stapled Surats are just what is wanted for making them. The same demand is found in the island of Bombay itself, where, says the Millowners' Association, the mills are now spinning lower numbers. That the cotton-trade of India, as a whole, is not declining, is so it has been pressed upon me, proved by the fact that the exports are increasing every year. But profitable trade with *England* in the better staples is every year becoming more difficult.

A good deal more of the E. I. cotton trade with Lancashire is carried on by "sample" than I was led to believe. All the principal importing firms have their own brands, A1, A2, and the like. Occasionally the generic style of the cotton may be omitted, but practically the description is mentioned in case of every sale, although the cotton be sold only as "equal to sample." It must be observed that the "class" of the cotton, which includes cleanliness and colours is of equal importance with the "staple" in most cases. Certainly it is so, so a good authority tells me, in the case of Broach, for there is not a more unsaleable article in Liverpool than stained Broach. If, then, a merchant offers for sale a consignment of a hundred bales of "Fine Broach," he means that the sample will be, as regards colour and cleanliness, exactly similar to a standard kept at the rooms of the Cotton Association, not to be touched, but only looked at. As regards "staple," in the absence of a standard to handle, it will be equivalent to the normal staple which brokers agree such cotton should rightly possess, and should there be any difference of opinion on this point, and in practice a difference occurs in almost every case, the staple is adjudicated upon by arbitration. If, however, the merchant offers a hundred bales of "Fine Broach, special type A, B, C," he means that as regards colour and cleanliness it is up to the Association standard, but as regards staple he only guarantees it to be equal to a sample on view at his own office, such staple being, it may be, better than normal, or on the other hand poorer. Or the merchant may sell the cotton altogether apart from the Association standards, simply guaranteeing that it is both in class and staple up to a standard which he exhibits in his own rooms.

One would suppose that if dealings in E. I. cotton were all carried on in this way there would be little opening for fraud or dispute. But opinions differ so greatly even amongst highly skilled experts as to whether cotton is, or is not up to sample, that, so I am informed, hardly a single transaction for future delivery or "to arrive" takes place in E. I. cotton at Liverpool without the buyer and seller referring the article sold to arbitration for an allowance either for or against the seller. Disputes regarding cotton sold "on the spot" seldom occur, as the transaction is based on the samples drawn from the actual bales. The larger part of the transactions are, however, for future delivery, as spinners who require to make contracts beforehand for the delivery of yarn of certain standards must arrange beforehand for securing a particular standard of cotton at a certain price. The most variable and uncertain element therefore being the staple, in the keen competition of trade the tendency is for exporters in Bombay, while maintaining the cleanliness and colour of the cotton, to reduce the *staple* to the barest standard that they think will pass muster. Only a small portion of the total consignment is, as has been explained, usually sampled, owing to the expense, unless false-packing is suspected, when every bale will be sampled. The object therefore of the exporter is, by so thoroughly mixing good and inferior varieties together in an "opener," to prevent the detection which would certainly follow the clumsy packing of different varieties in layers. Great and respectable firms with whom it is no less a point of honour than of profit to maintain their private standards, take good care that no suspicion shall attach to their brands, although even they must submit to arbitration consequent on the differences of opinion as to staple which always prevail. But firms which act as commission-agents for natives, by whom they are recouped for any fine on false-packed bales or on over-scientifically-mixed bales, have no such stimulus for seeing that the bales exported under their names are up to standard or to sample. And I understand that middlemen exist, who buy cotton at the current price of a particular grade, and then try to pass it off as belonging to a higher grade, so much room for doubt exists as to staple. As long therefore as Lancashire, or for the matter of that, as long as continental countries consume any E. I. cotton at all, so long will the incentives to false-packing and mixing continue, and so long will the confidence in and value of good-stapled E. I. cotton suffer.

The objectionable practices carried on in Bombay reached in 1890 such extravagant dimensions that buyers, both in Liverpool and Manchester, took measures of exceptional stringency to punish them. And there is a belief prevalent that the greatly reduced export from Bombay to England and Europe during the current season is due in some measure to this circumstance. Other well-informed authorities, however, tell me that a somewhat smaller Indian crop, together with the low prices of, and the enormous bulk of the American crop, are the main cause of the reduced export from India. A leading firm in Lancashire informs me that they have been ready to sell Surats in Liverpool all the season, but did not find buyers at prices that would cover the cost, and that if Liverpool would buy at even a small margin of profit over the cost in India, there would be plenty of sellers at any moment. This only emphasises the conclusion already advanced that East India is in great danger from America, and that a

permanent fall in price is to be dreaded. The immediate result of the frauds detected last year has been, that consignments which before the arbitrators were so keen to detect fraud, would have passed muster with a small allowance, were last year summarily rejected as false-packed or mixed, and the price of such bales fell below its relative intrinsic worth, because it was discredited as rejected cotton. So great a demand therefore actually sprung up for this damaged cotton as to leave the really genuine article out in the cold altogether. Advantage also was taken by buyers of the prejudiced reputation of East India cotton in the following manner. A buyer can only invoice cotton that has been bought to arrive, back to the seller at the offical price on the day of arbitration when the arbitrators declare the cotton to be false-packed or mixed, or not of the description sold. In every case last year what the buyer aimed at, when he did not like the cotton tendered, or perhaps found it not to his advantage to take it, was to get the abitrators to declare that it was false-packed, or not the description contracted for, because that declaration gave him the right to invoice the cotton back to the seller, and if the price had gone up he could claim the difference between the price originally agreed upon and the price then obtaining. Bombay exporters were in fact bitten severely all round, and this has undoubtedly made the native merchants unwilling to export as usual. On May 7th, 1891, the export to Great Britain since January 1st only amountd to 69,000 bales as against 226,000 and 271,000 during the same period in the two years previous. If, I was told, Liverpool made it worth their while by paying a proper price, no doubt exportation would commence again at once. But the price Liverpool may now pay may be so low as to yield the merchants at Bombay a loss instead of a profit. In that case next year the rayat may expect to receive a much lower price for his cotton than in this season, unless some serious unforeseen accident happens to the American crop, and in any case the mixer will put forth his utmost ingenuity towards exporting as cheaply-made concoctions as he hopes will elude Liverpool vigilance.

It is a curious fact that although the difference between Broach and American sold on the spot at Liverpool varies pretty much the same, yet between American and Dholera as well as the poorer Indian staples the difference is now very much less than it was. *Vide* the following table :—

	Middling American.	Fine Broach.	Good Dholera.	Good Bengal.
April 30th, 1890	6 7/16	5 15/16	4 11/16	4
„ 1891	4¼	4½	3 13/16	3 15/16
Fall ...	1 11/16	1 7/16	7/8	11/16
October 2nd, 1889	6 7/16	6¼	4 13/16	4¼
„ 1890	5¾	5 9/16	4⅜	3 15/16
Fall ...	11/16	11/16	5/16	3/16

Middling American has fallen between October 1889 and April 1890, $1\frac{3}{16}d.$, Broach, $1\frac{1}{4}d.$, and Dholera $1d.$ only.

Mr. Bythell, who kindly gave me the table, adds—

"These two comparisons show that Broach fluctuates with American to a greater extent than the shorter-stapled Indian cotton. In April 1890 Broach did not rise as fast quite as American, because the rise in American was a 'corner' movement limited to American by the speculators hence it (Broach) was, on April 30th, 1890, $\frac{1}{2}d.$ below middling American. As a general rule you may, however, take it to be a fact that, excepting Broach, Indian cottons will not rise or fall as rapidly as American, so that comparisons made on any particular time are dangerous. All the circumstances affecting each article have to be known and studied, or wrong conclusions may easily be drawn, or rather, will most certainly be drawn."

The question then again presents itself. Is it worth the while of the Indian Government to interfere on behalf of the E. I. cotton trade, when England takes so little E. I. cotton comparatively?

To my mind the fact that Americans have so utterly distanced Surats, indicates more than ever the importance of Government doing its utmost to prevent E. I. cotton being put out of the race altogether. Granted that even the worst East India cotton fetches a price, and can be utilised for coarse articles or for adulterating wool, that the demand for it at low prices continues and that the quantity exported is increasing, (though not the quality) which shows that it pays the rayat to grow it even at the low prices he receives, and admitting that with the steady growth of population and wealth in the civilised world, the consumption of cotton-goods will go on increasing, still ought the Indian Government to look quietly on while this, one of its most valuable staples for export, steadily *deteriorates*, in quality and price alike, so that not only America, but Russia and Africa may soon leave it behind? Even the small quantity of E. I. cotton still taken by England is worth between £3,000,000 and £4,000,000 sterling. Why should we allow the rayat to be deprived of a part of his income by conniving at fraudulent practices, which make it useless for him to grow aught but inferior staples? The rayat can take care of himself—and he grows the bad cotton because its outturn is larger, and quantity makes up for quality, is the usual reply. But I deny it. The rayat can in many districts, at any rate, grow as much good cotton as he can grow bad cotton in the same soil, and by good I do not of course mean delicate exotic cotton, but sound Indian or acclimatised American staples. He grows the bad, because if he grew good, it would be mixed in Bombay with bad, and he would get the price of bad, and really the reason why he has not ceased to grow the bad is that prolonged peace and the growth of population in the world has caused a demand for coarse goods, so that even bad cotton has a value. But when America and other countries enlarge their areas of cultivation, and there is enough *good* cotton grown to satisfy the wants of the world, even in cheap goods, where will Indian cotton be then? Base uses for it no doubt will continue to be found, but it seems to me that its price must steadily go down. Silk waste has its value, but could cultivators of silk-worms continue their business if their best silk became degraded to the quality of waste? This is what Indian cotton is coming too.

I submit then, that to begin with, it is of paramount importance to the Broach and Surat districts to keep out the admixture of foreign seed, the more so as the importation of *kapas* or uncleaned cotton into those districts can only be intended for the purpose of adulteration. Even though spinners may prefer American to E. I. cotton, still the fact remains that Broach has merits of its own, which spinners are glad to get and which will, all authorities are agreed, continue to secure for it a quotation in the Lancashire markets. Payment of the high rates of land assessment in the two districts of Broach and Surat, depends on the rayat being able to secure a good price for his cotton, and it would be surely better to maintain the staple by legislation rather than by allowing deterioration to court disaster both to the cultivating classes and to Government. The Broach rayat may be, and is no doubt, very astute, as Indian rayats go, but if even the British farmer requires aid to enable him to obtain genuine seeds and unadulterated manures, surely the Broach rayat, to whom Royal Agricultural Societies are unknown, deserves some help on the part of his landlord, the Government, for the preservation of his most valuable crop. If in any area hereafter a specially good and valuable staple should, by the aid if the Agricultural Department, obtain the principal footing I would extend to it the same protection as I would to Broach. Granted that English spinners prefer American, and that a continuous fall in the intrinsic value of E. I. cotton stimulates a demand for it to be manufactured into cheap goods, it seems to me contrary to reason and experience to suppose that if the supply of good-stapled Indian cotton were abundant, and the quality to be relied upon, manufacturers both in England and on the continent would not find out its special value, as they have that of Tinnevellies, and pay a correspondingly good price for it.

As for the mixing of cleaned cotton of different varieties in the same bale, that is a somewhat more delicate question. The practice is defended on the ground that it is devoted to perfectly legitimate ends; one does it to make the average staple in the bale appear stronger, another to give better colour, &c., &c. But they all with one voice admit that the practice is so far unrecognized and illegitimate, that if they offered the resulting mixtures for sale branded as "mixed" the cotton would simply not be saleable. In theory, for instance, Dholera cotton is the outcome of one or more growths in the extensive tracts where cotton known under that name is produced. In practice a bale marked "Dholera" may be a mixture of Dholera, Sind, and Ispahan, and for appearance at any rate, possibly even for the feel (though not the intrinsic value) of the staple, it may be the better for the mixture. But if *called* a mixture it would not fetch its intrinsic value but something much lower. Brokers, with whom rests the ultimate decision, are familiar with the staple of the pure brand and always act on the assumption that the bales are pure and not mixed. Therefore it is only when is offered for sale by sample and not by description, a rare case, that mixed cotton could possibly fetch a value on its own merits.

It may be argued that Government has not, in theory, the right to prevent the owner of two sorts of cotton mixing them as he pleases. But in order to prevent *fraud*, and that is the business of Government, I submit that the Government should insist on every bale of E. I.

cotton bearing the mark of press where finally pressed for export, and declaring, invoicing, dealing in, exporting, or being in any way a party to the export of a wrong description, should be an offence liable to prosecution. Both the mixer himself and the dealer in or shipper of the misdescribed bales should be equally liable. Why should a respectable firm deal in bogus bales, and be exempt from the penalties to which their manufacturer, who is allowed the use of the respectable firm's name, is subjected?

It might be unwise and impracticable to attempt any excessive limitation of the number of local varieties which might be mixed together under one trade description. For instance, the mixing of any cotton, say *Gogari* or even *Rozi* grown in the Broach district with Broach cotton proper, might be permissible, though the *Rozi* growing villages could, I believe, be excluded without difficulty. But the mixing of varieties from other districts—and by "district" I mean the entire tract in which a variety is grown, such as Dholera or Sind, with Broach—should be prohibited, unless the bales be marked "mixed," and it should be as serious a penal offence to deal in such a mixture as Broach, as it was to do the mixing itself. Otherwise the law would be inoperative. Dealing" should include being in any way a party to the exportation, the invoicing, &c., &c. It would be necessary also to enact that the description of the cotton exported shall in all cases be declared at the custom house.

The Bombay Government should also, I respectfully submit, take really active steps towards reviving fine unmixed staples and encouraging their exportation in an unadulterated form. Mr. Bythell tells me that Khandesh cotton though greatly mixed with indigenous, is still, owing to Mr. Ashburner's exertions twenty-eight years ago, much better than some of the Berar growths. In fact, it is a good honest merchantable cotton, far superior to some of the once celebrated Oomras. If the cotton were still better, would it not be still more profitable to the rayat to grow? Mr. Ozanne has proved that the Dharwar rayat will take eagerly good fresh American seed, and it is quite conceivable that without the least improper pressure and with a little assistance the standard of the crop both in Khandesh and the Sourthern Maratha Country might be greatly improved, to the benefit of the rayat and to the profit of Government. Undoubtedly, as remarked already, with the increase of the population and civilisation of the world the demand for cotton fabrics and therefore for cotton is not likely to fall off. Uses will be found for the worst cotton that may be grown. But with the competition of America, Central Asia, and Africa confronting her, India cannot afford to allow such moderately good staples as she still possesses to deteriorate further. She ought rather to strive annually to improve her yield in quality as she has already done in quantity. It is indeed for objects such as this that, so I conceive, the so-called Agricultural Department was created.

Mr. Bythell tells me I was mistaken in thinking that he initiated the opposition or was personally a great advocate for the abolishing the "Cotton Frauds Act." Finding that public opinion among the merchants of Bombay tended strongly that way, he agreed in pressing for the repeal, but he told the Governor of Bombay frequently that the Department alone should be abolished and that the Act itself

should remain on the Statute-Book as a deterrent, and to avoid declaring, as it were, that fraud was no longer to be punished. Mr. Bythell holds at the same time that the old Act was in many respects faulty and impracticable in working.

Mr. Bythell asserts also that it is only for the protection of the staple, and the prevention of the admixture of different staples, that legislation is required. The high class, which includes cleanliness, of the Indian cotton now exported is sufficient proof that the old form of adulteration with foreign substances, so prevalent a few years ago, is now very rare.

H. E. M. JAMES.

No. 2351 OF 1891.

REVENUE DEPARTMENT,
COMMISSIONER'S OFFICE,
KARACHI, *7th July* 1891.

Submitted to Government.

H. E. M. JAMES, Commissioner in Sind.

BOMBAY CHAMBER OF COMMERCE, *11th November* 1891.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 3342 of 14th May 1891 enclosing a memorandum by H. E. M. James, Esq., C.S., regarding alleged frauds in the Cotton trade and deterioration of the staple, as also your letter No. 5077 of 24th July covering a further memorandum on the same subject, regarding which Government are pleased to solicit the opinion of the Chamber.

In reply, the Committee direct me to say that, provided no special tax is levied on the trade for the purpose, the Chamber sees no objection to the adoption by Government of the following suggestions made by Mr. James at page 21 of his first memorandum :—

Portion of Mr. James' suggestions supported.

(1) That Government should offer annual prizes for the best cotton grown by ryots.

(2) That the Director of Agriculture should do all in his power to induce the ryots to pick selected seed, and should also aid them in obtaining the finest qualities of seed at a minimum cost.

(3) That the Director should take steps to circulate, through Patils, Schoolmasters, or other suitable media, simple instructions and advice to ryots regarding the gathering of their crops; pointing out more particularly the advantage of abstaining from picking immature bolls.

(4) That the Director should organise the distribution at cost price of good local seed in large quantities.

Protest against penal legislation in any form.

But the Chamber would protest, in the most decided terms, against the penal legislation suggested by Mr. James, or, in fact, any Government interference with the ordinary course of the cotton trade, whether it concerns the ryots, dealers or exporters.

Reasons for replying at length.

Under ordinary circumstances it might have been sufficient to submit this decision to Government, unaccompanied by further explanation or remark, or possibly only by a resumé of the figures showing the development which the trade has undergone in recent years, both in extent and value, which intelligently read, are sufficient of themselves to negative the idea, that either on behalf of the ryots, or to protect the revenue of the country, is Government interference necessary. But in this instance the Committee consider that it is due to the trouble Mr. James has taken in connection with the subject (whatever the opinion may be as to his conclusions) that the Chamber should discuss his arguments in detail, and place on record, where necessary, replies to the evidence he has been at so much pains to collect. It is, moreover, in the opinion of the Committee, most desirable, having regard to the possibility of the question being revived in the future, that the suggestions in favor of penal legislation advocated by Mr. James and the evidence quoted in support of them should not be placed on record without protest or criticism.

Order which criticism will follow.

Mr. James' first memorandum is unfortunately so drawn up as to render a definitive or succinct criticism of it extremely difficult, and the difficulty is considerably increased by the fact, that while his second memorandum in a great measure contradicts a material portion of the first, he in no way modifies his deductions. While not following, therefore, the exact sequence observed by Mr. James, the Com-

mittee consider it would simplify the object the Chamber has in view to take the leading points discussed in the following order :—

1. The history of cotton legislation in India.
2. The result of the abolition of the Cotton Frauds Act and the subsequent steps taken to regulate the trade in Bombay and Liverpool.
3. Up-country evidence as to the adulteration of cotton and its alleged evil effects.
4. Bombay evidence of a like nature.
5. English evidence and remedies.
6. Mr. James' deductions and suggestions.

Record of previous legislation.

The first of these heads, so far as it has regard merely to the record of the various legislative measures against cotton frauds and their subsequent abolition, does not touch the matter really at issue, and consequently calls for no remark ; but with Mr. James' views under the second clause the Committee are widely at variance.

Prevalence of mixing up to a certain point admitted.

That for a series of years past the mixing in Bombay of different growths of cotton for shipment has been on the increase there is no doubt, and that this practice reached a culminating point in 1890 is equally true ; but Mr. James' contentions that this state of affairs had its origin solely with the fraudulent initiative of Bombay dealers or shippers, and grew to its widest dimensions from the inability or failure of the Bombay Cotton Trade Association to combat the practice, cannot for a moment be admitted.

How mixing really originated.

Mixing, the Committee consider, had its origin really in the European spinner's desire for cheapness, and would never have exceeded comparatively trifling and unobjectionable proportions, but for the continued demand on the part of consumers for cheaper and ever cheaper cotton even at the risk of quality. To appreciate the force of this thoroughly, we have to go back to the period of the American War, when the export of cotton from Bombay first assumed real importance. In the first blush of the demand caused by the scarcity of Americans anything which could be spun into yarn had its value, and Liverpool, which was then practically the sole cotton market of Europe, was supplied with stuff, which from the very nature

of things had been pushed forward with more regard to quantity than to quality. Under such circumstances and before any definite rules for the regulation of the trade existed beyond a very crude form of contract, the provisions of which could only be enforced by protracted and expensive litigation, sellers had everything in their favor; especially as in rapidly advancing markets buyers were frequently in the position of having to pay more for their rejections one day than they had paid for their selections on the preceding. In this state of things it is quite conceivable the rough form of inspection first sanctioned by law may have been of some service to the trade, and certainly it was not for exporters to object to it at that stage, when the cost to be paid formed such an insignificant percentage on the enormous prices ruling, and for a period the extravagant profits earned. At that time the crop was moved and handled by people who could only be called experts in a very modified degree; and when the struggle was, not who could ship the best but the most of the staple, and a day's movement in the market might mean a profit of £2 or £3 per bale while the difference between careless and careful selection was not perhaps more than 5s., fine graduations of quality were little respected; nor were the few annas per bale which the administration of the Cotton Frauds Act cost likely to be seriously regarded especially when it was supposed to result in some degree of protection, however slight or unreal. Nor was it for some years that the unsuitability of Cotton Frauds Legislation for the purpose of improving either the extent or quality of the cotton crop become fully perceptible. A machinist does not immediately discard a machine to which he has become thoroughly accustomed the first time it fails to give the absolute results required, but for a time endeavours to attain these by alterations or improvements, and this is very typical of what took place in regard to the Cotton Frauds Act. As with the collapse of the American Civil War the entire trade began slowly but surely to change in character Bombay merchants began to perceive that something was wanted to enable them to meet the demands upon them from European buyers, and at first like the machinist clung to the machinery they were familiar with—that provided by the Cotton Frauds Act. It had, as they imagined, been

First Cotton Frauds Act probably of some service.

Reasons why merchants were in favor of Cotton Frauds Act.

productive of good in the past; they therefore spoke well of it according to their lights; addressed Government in its favor, and to render it more effective, thought it had only to be rendered more stringent and far reaching in its measures. This may be taken as the origin and history of the evidence which Mr. James has been able to quote from the writings or actions of the Bombay Chamber of Commerce in favor of legislation, and had the trade remained in the same condition as it was up to the point the Committee have here traced it, probably the views of the Chamber would have also remained unchanged.

Sudden change in mercantile opinion regarding Cotton legislation.

But even at the time those interested in the cotton trade of Bombay were advocating further and more stringent legislation, its absolute unsuitability for the object in view had unknowingly been establishing itself and therefore it was that the revulsion of feeling on the part of the trade so suddenly took place; the last turn of the screw of the compulsory legislation machine being the most powerful to demonstrate its utter uselessness. The history of this period of change in the Bombay cotton trade is as yet an unwritten page, or if written at all in too fragmentary a form to permit of being adduced in evidence except in practical hands; but the Committee must necessarily touch upon it in the fewest possible words, as it contains much that is explanatory of the errors many of Mr. James' informants have fallen into, and shows, moreover, with exceeding clearness what the Committee has already advanced, that the onus of creating the system of mixing must mainly attach to European buyers and only in a secondary degree to Bombay.

Transition in conditions of Bombay Cotton Trade.

With the termination of the American War in the spring of 1865, it was at first supposed that Surats would at once be relegated to the inferior and comparatively neglected position which they held previously, but although they experienced a sudden relapse in price, for a time, it soon became apparent that for many reasons they were likely to be maintained in greater favor than formerly. The first of these reasons was, that owing to the alteration of the conditions of labour and the disorganisation in agricultural affairs produced by the war, it was evident America could not for a considerable period meet the demand of the

world for raw cotton, and that India would consequently be called upon for all she could produce, at rates which would pay the grower. Then machinery had been altered during the war to treat Surats to more advantage, and new machinery had been specially invented for the same purpose, which enabled spinners and manufacturers to produce cheap serviceable goods for which there was an abundant demand. Cotton spinning thus began to develop new lines, in which Surats—instead of taking the part of a mere stop-gap, to prevent, during the suspension of supplies from America, the stoppage of machinery, the dispersion of hands, loss of custom, and the many other causes which spell ruin to a manufacturer—assumed a recognised position and sphere of usefulness of their own, and buyers having more definite wants to fulfil became more exacting as to quality. Before the war, and even in the large quantities that had been shipped during that period, the only distinction in quality which had really been made was to differentiate between Native and European merchants' shipment, the latter commanding a premium in Liverpool as buyers found their selection could be depended upon or the reverse. From this, the change to spinners entrusting Bombay merchants with orders to buy special qualities of cotton to suit their own requirements on a recognised scale of commission, was but a short step, and for some years the whole of the exports from Bombay either went forward on this basis or on pure speculation. While exports were practically confined to the medium of sailing vessels round the Cape, the contingencies of damage, fluctuations in rates of freight, and exchange, were so considerable that the majority of the leading shippers refused business on any other than an order basis, as involving too much risk; but when the Suez Canal opened and the conduct of daily transactions by telegraph became more general, many of these risks disappeared or were greatly minimised. Exporters from Bombay found they could take it as a practical certainty that shipments of cotton by steamers during the fair season would be delivered at their destination without deterioration of quality, and that by forward contracts they could restrict their risk in freights and exchange within comparatively small limits, and so finding, engaged in that competitive system known as "firm offers," which is the mode in which the bulk of the trade is now conducted. For a considerable period the effect of the competition

thus engendered had nothing but the most desirable results. To meet the demands of buyers in Europe shippers became firmer and stricter in their modes of selection, and higher and higher in the classifications attached to them until "Fair," which was once the highest grade known, was superseded by

Fully Fair,
Good Fair,
Fully Good Fair,
Good,
Fully Good, and
Fine,

and even these sub-divisions rendered closer of application by the use of such refinements in connection with each class as "strict" and "barely," and special clauses of limitation as to the lowest qualities which might be tendered in fulfilment of contracts for certain grades. As business developed on these lines, the necessity of buying to the greatest advantage gave an immense impetus to direct trade with the interior markets, and eventually a still greater demand for specialities led to certain qualities being mixed. Thus mixing, notwithstanding anything Mr. James' informants may say to the contrary, was not only for a very considerable period continued as a perfectly legitimate business, but the respective growths, when mixed, made as a whole better cotton for certain spinners purposes and was intrinsically more valuable than either of its constituents separately, just as certain growths of wheat judiciously blended produce a better flour for bread making than any one of them would alone. Up to this point the keenness of the competition except in the diminution of legitimate profits and a certain increase in speculation had been productive of no results to which any party to the present discussion could reasonably take objection, but the continued cry for cheapness on the part of buyers brought the usual result. The demand created the supply, as it has ever done in all other trades, whether it be in the silks of Lyons, the woollens of Bradford, or the heavily-sized Cottons of Lancashire, although not by the admixture of foreign materials or substances as in these cases, but by the substitution of intrinsically less valuable growths of the same plant, which met the scrutiny of buyers, or their arbitrators, sufficiently to escape detection altogether or with

Mixing of a legitimate kind begins.

Mixing assumes an objectionable form.

only a slight penalty. Unfortunately there is not in cotton as in many other articles any mathematical means capable of use in ordinary trade, for assessing quality, and the first unscrupulous attempts at deception proving profitable owing to absence of discovery under Liverpool arbitration, mixing of a still more open character was resorted to and attained such dimensions as to demand the attention of the trade in Bombay.

Mixing attracts the special attention of Bombay Cotton Trade Association.

This the Bombay Cotton Trade Association was not slow to accord it by the passing of strict rules of arbitration and vigorously penalising all cases of admixture and adulteration which came under its notice, and had Liverpool, London and Bremen arbitrations been as strictly dealt with at the outset, mixing would have received a severe and probably an effectual check in its earlier stages. Unfortunately however the measures adopted by home arbitrators were much less drastic in character, as the first sellers were not slow to find out. And by shipping home parcels sold with a guarantee (generally deposited in cash) to the Bombay shipper against any consequences which might be incurred by Liverpool arbitration, and finding that many parcels which had been heavily penalised in Bombay escaped very lightly or altogether, a distinct impetus was imparted to the system of selling with home guarantee, which became later quite an acknowledged and established trade.

Lightness of penalties under home arbitrations encouraged fraudulent mixing.

Two features in the mode of conducting the sampling and arbitrations of Cotton in Liverpool were largely to blame for the immunity from penalties which the shippers of mixed cotton so long enjoyed. One of these, since abolished, was the practice of always sampling the soft side of the bale, which was simply a premium on mixing, as the practice becoming well known on this side all the mixer had to do to escape detection was to take care that the cotton on the soft side of the bale was of the requisite quality, the rest might be practically anything approximately resembling the required standard in appearance. The abolition of this practice was the first step to the more stringent arbitrations in Liverpool in 1890 which by the heavy penalties inflicted have done more to stop mixing

Objectionable mode of sampling in Liverpool.

Effects of greater stringency in Liverpool arbitration.

than any thing that has been done since that form of adulteration was first attempted and had the Liverpool action only been coincident with the earlier steps of a like kind adopted by the Bombay Cotton Trade Association, the practice would have been checked in its infancy.

Mode of preparing Liverpool standards should be changed.

The other cause alluded to is the way in which the standard samples in Liverpool have been maintained season after season, many of them representing a whiteness of color, cleanliness and freedom from leaf which was unobtainable in the pure cotton of the respective growths, while the restrictions placed upon their use have precluded any allowance being made for superiority of staple. As classifications must necessarily be dependent largely on color and cleanliness there is no doubt some difficulty in suggesting a mode by which the objections to the present system would be entirely removed; but it is not insuperable, and possibly a remedy might be found in having fresh standards made up every year from the new season's crops as they became available. The question is one which at any rate might well be discussed between the Cotton Associations of Liverpool and Bombay respectively, and if the difficulty can be overcome there is no doubt—looking to the results which have followed the vigorous action of 1890—that the means of checking mixing by adequate punishment will have been attained. But to effect a radical cure there must not only be a deterrent punishment visible but an absence of incentive, and that can only come from buyers resolutely declining to be tempted to buy mixed cotton by unduly cheap prices. That this was the real cause of mixing getting any extensive footing the Committee consider they have shown in this slight sketch of the trade up to this point, but if any further proof be required it is to be found in the fact, that buyers have for years past had daily evidence before them, not only that reliable cotton was to be obtained by paying a legitimate price, but that the low priced article offered in one place as "Bombay Pressed" in another as "With Home Guarantee" was palpably a spurious article and an admixture. Every large user of Surats has been perfectly aware of the prevalence of this state of things, and it has been no uncommon occurrence for the same firm

Radical cure can only come from buyers at home.

to offer a buyer their own guaranteed selection of a certain growth and class, and what only purported to be the same growth and class, without guarantee of selection at a difference of two or three per cent., and have the latter chosen for its cheapness. This of itself goes a long way to disprove the allegations made by some of Mr. James' informants that the trade has become so demoralised, and the crop as a whole so tainted, that pure unadulterated cotton is not to be had. But that this is distinctly not the case will be more clearly brought out the Committee consider by a consideration of the third of the heads under which they have divided the papers.

Up-country evidence as to the adulteration of Cotton and its alleged effects.

In dealing with the evidence under this head in detail the points, for purposes of reference are taken in the order in which they occur in Mr. James' *memoranda*. This necessarily renders the comments of the Committee somewhat fragmentary and disjointed, and to follow the criticism closely a copy of Mr. James' paper will be requisite. The first point calling for notice is in the last para. of page 2 where Mr. James, after admitting that the adulteration of cotton with foreign matter which had only been reduced by the Cotton Frauds Act previously in force has now practically ceased owing to the different mode of purchasing adopted by the trade, (an important argument against legislation of itself) goes on to quote the experience of an up country merchant to show that in remote parts of the Dhollera districts various forms of adulteration still exist. Without questioning the accuracy of this statement (which is not in accordance with the ascertained results regarding the Dhollera crop in general) it only goes to prove, if true, that the arguments of the Chamber consistently adhered to since the first objection was taken to special legislation, that the opening up of the cotton districts by railways and roads would be more effective in checking adulteration than any Cotton Frauds Act, have been absolutely correct. But the Committee have been at the trouble to obtain some figures which afford the only reliable proof as to whether adulteration of the Dhollera crop has been increasing of recent years, and these consist of the actual working returns of a

Mr. James admits that adulteration with foreign matter has ceased through trade action.

Adulteration in remote parts of the Dhollera Districts.

number of mills in Bombay large users of this growth of cotton, probably taken together amongst the largest users of it in the world. The loss in weight over 3 years of working has been as follows :—

Figures showing actual loss in Spinning Dhollera.

Class.	1889. per cent.	1890. per cent.	1891. per cent.
Fine ...	14	13	12
Fully Good ...	16	16	15
Good...	20	19	18
Fully Good Fair and under.	25-30	25-27	20-25

Owing to the great change which as already explained has taken place in the classification of cotton it would be impossible to carry this comparison backward to a period anterior to the abolition of the Cotton Frauds Act, but the figures as they stand speak for themselves and show, not only a high degree of cleanliness in regard to adulteration with foreign matter, but great freedom from "fly" which in effect means freedom from admixture of short or inferior stapled cotton. The figures therefore are equally strong as an argument against pure good stapled cotton not being obtainable.

To quote Mr. James' own words, another kind of fraud at present common in Broach is the adjustment of the knives in the ginning mills so as to shave off a minute portion of the seed thus adding as much as five per cent. to the weight. Now this the Committee aver is a mechanical impossibility with the class of gins mainly in use in the Broach districts. That clipping of the seed does take place at times during the process of ginning is perfectly true, but it is the result of gins getting out of order while in work, and is never likely to be done with intention, as the presence of clipped seed is easily apparent to any expert and would deteriorate the value of the cotton quite as much as any gain in weight obtained.

Intentional Clipping of Seed in Ginning Broach.

Mr. James then proceeds to give special reasons for protecting Broach and Surat cotton, alleging that owing to false packing Broach cotton has now got so bad a name in England that even good pure cotton from this district is looked upon with suspicion, and the ryot receives a smaller

Mr. James' reasons for protecting Broach.

price than it is really worth. As to the suspicion with which Broach is viewed and the aversion in which it is held it is sufficient reply to state the positive fact that within six weeks of the close of the last Bombay cotton shipping season it was impossible to find 500 bales of Broach in the place, showing that the crop, although a large one, had been in better demand and more closely marketed than any other important growth passing through the port. It cannot be alleged as against this that the bulk of the cotton was still lying unsold in Liverpool, Havre or some other place, but how this (even if correct which it is not) could concern the ryot or Government the Committee fail to see. The ryot goes on steadily producing on the average larger crops every year and whether they are consumed in Bombay, Lancashire, or Japan (from which latter there has lately been a considerable demand for Broach) is a matter regarding which he has neither knowledge nor concern so long as he obtains a remunerative price for his production. And on that point the Committee are prepared to accept Mr. James' own figures. He gives the prices of fine Broach in February of the last three years as follows :—

Rupee price for Broach.

February 1889.....	Rs.	230	per Candy.
Do. 1890.....	„	255	„
Do. 1891.....	„	212	„

But points out that owing to exchange the rupee price was Rs. 40 per candy lower this year than last, in other words to have made an even comparison with 1890 as regards the intrinsic value of the cotton the 1891 price should be Rs. 252. As compelled by his own figures he says "I admit that apart from exchange up to the present time the value has not fallen." That being so where does the danger to either the ryot or Government come in? Mr. James undertakes to explain this by two diametrically opposite reasons. The first is that it is owing to "increased demand in Europe." If that be so then the Committee can only ask what becomes of all Mr. James' evidence and why the memorandum was ever written? The second part of the explanation is that *relatively to American* (the italics are Mr. James') the price has steadily fallen. In proof of this Mr. James quotes the comparative prices of Mid-Uplands

Relative prices of Surats and Americans.

and Fair Dhollera over a series of years, which for the purpose of showing the comparative values of Broach and American are not only worthless but positively misleading, as for reasons previously explained, and indeed admitted by Mr. James, Fair Dhollera owing to the change of standards has receded materially in proportionate value for some years past while Liverpool, as will be shown further on, does not now entirely rule the value of Surats, higher prices by $\frac{1}{8}$d. to $\frac{3}{16}$d. per lb. being mostly obtainable from Continental consumers. As a much fairer comparison the Committee beg to append the respective prices of Fine Dhollera in Liverpool on 16th April in each year from 1884 to 1891 inclusive. The reasons for selecting that special date are, that the middle of April is about the time when Americans and Surats are on about the most level terms in the Liverpool market, and the 16th is the only date in the middle of the month on which owing to the non-intervention of Sundays or holidays an unbroken line of quotations can be obtained :—

	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
Mid-Uplands...	6¼d.	5⅞d.	5 1/16d.	5 11/16d.	5 5/16d.	5 15/16d.	6¼	4 13/16d.
Fine Dhollera..	5 9/16	5½	4 11/16	5 1/16	4 11/16	5 3/16	5 5/16	4 5/16
Difference .....11/16d.		⅜d.	⅜d.	⅝d.	⅝d.	¾d.	15·16d.	½d.
Do. per cent.	11	6·38	7·41	11	11·76	12·63	15	10·4

An attempt even at an exact analysis of these results would be impossible within the limits of this paper, but there is sufficient evidence in the salient points elicited to show that they prove the reverse of Mr. James' case. Starting with a difference of 11 per cent. in 1884 the average for the 8 years has been 10·7, and in this present year 10·4, or, ·3 below the average and ·6 less than in 1884, although above an average crop of Surats is now in competition with the largest American crop grown. The extreme point of difference was reached in 1890 when the price of Dhollera was depressed by it being the largest crop ever produced in addition to the effect caused on values by something like 40,000 bales of Bombay Cotton having been rejected in Liverpool and sold at the best prices obtainable. These figures alone read in conjunction with Mr. James' rupee prices for Broach constitute almost a sufficient answer to the entire evidence adduced as to the deterioration in the values of Surats as compared with Americans, and should certainly be sufficient to set the

mind of Government at rest regarding the supposed impending danger to the ryot and the land revenue of the country.*

Alleged Mixing of Broach Seed.

The two paragraphs on page 4 of the first memorandum under the heading of "mixing of Broach seed threatened" are so contradictory in themselves as to call for but slight criticism. The opening words "The Broach ryot as I have said suffers "from depreciation of price consequent on adulteration" have already been fully disproved, and when Mr. James goes on to say that the "ryot is threatened with the loss of "the good staple which he at present grows," and a few lines further on that "the genuine Broach plants now grow into stunted trees producing cotton of short staple" he may fairly be left to reconcile the apparent contradictions. As also the equally irreconcilable statements in the next para. where beginning with. "Enquiries made by me recently "in the Broach district lead me I have pleasure in stating "to believe that little if any of the foreign seed has as yet "been sown in the district" he winds up with "and there "can be no doubt that owing to inferior seed the trees and "the cotton of pure Broach are every year becoming of "more unequal quality."

The probability of ultimate deterioration of the Broach crop from the admixture of seed arising from the importation of inferior kapas from other districts does not from these quotations appear to be very serious, and the Committee thoroughly agree with the views expressed by an experienced gentleman in the trade whom Mr. James had consulted that the importation of foreign kapas will not pay owing to the cost of transit. It must also be borne in mind that the inequality in the growing trees which Mr. James observed may have been owing to many other causes, inequalities of soil and exposure, or possibly to what the Committee consider is a very frequent cause of inferior or unequal crops, the neglect of the ryot, in his

* The following extract from the commercial article of the *Times of India* of October 24, 1891, forms an interesting commentary on the supposed relative depreciation of Broach as compared with Americans :—

For new cotton there is almost no demand for shipment, our prices being too high as compared with Americans. Fine Broach March delivery at Rs. 216, which is to-day's price here, cost, c. i. f. about 4¾d., and as middling Americans can be had at almost exactly the same figure, *landed terms*, for the same delivery, it is not to be wondered at that the buying here is confined to native speculators.

anxiety to produce as much cotton as possible, of a due observance of the requisite rotation of crops.

What has taken place in Khandeish discussed.

Feeling apparently that he has not succeeded in making out a very good case of any real deterioration having taken place so far in Broach cotton *per se*, Mr James quotes the revolution which has taken place in the character of the Khandeish crop as showing the impending danger the future has in store for Broach. Now were it true, as Mr. James alleges, that "Good Khandeish Cotton is gone" there might be something in the analogy, and steps might well be taken by revenue officers to watch whether any of the Broach ryots bent on their own ruin endeavoured to cultivate short staple cotton where a longer stapled and more valuable variety has its natural habitat. But the Committee join issue with Mr. James as to the real character of the change which has taken place in cotton cultivation in Khandeish, and most unhesitatingly give it as their opinion that the return on the part of the ryot from the exotic to the indigenous variety, has been a wise and profitable move, both for himself and the Government revenue. The Committee have no desire to detract in any way from the valuable services rendered by Mr. Lionel Ashburner, C.S.I., who by his vigorous and able administration of the province and the interest he evinced in its agriculture undoubtedly gave a great impetus to the cultivation of cotton in Khandeish, but judged by the light of later developments it is a point at least open to discussion whether his exertions were really expended on the best lines. Every one unquestionably thought so at the time, but the cotton trade is one of continual and progressive change, and in no feature has a more decided alteration taken place than the relative positions of long and short stapled growths. A remarkable instance of this is to be found in the way that notwithstanding full average crops, and occasionally exceptionally large ones, Bengal cotton the shortest of all Indian staples has maintained its value as compared with other descriptions. This is the outcome of several causes, one possibly being the enormous increase in the production of long stapled descriptions, like Americans, as compared with short, but the chief reason the Committee consider is traceable to the increased attention which has been devoted by machinists to the improvement of machinery for the advantageous manipulation of

short staples. Until comparatively recent years the position of the trade may be described as an attempt to produce cotton suited to the machinery, while we are now well advanced in a period in which the chief desire has been to adapt machinery to cotton, the result of which is to be seen in the rapid development of the spinning of low counts of yarn in India devoted mainly to the supply of a self-created market in the further East which until a short time ago was absolutely non-existent for machine made twist. When Mr. Ashburner therefore devoted his care and attention to the improvement of the cultivation of cotton in the districts under his care his desire very naturally was to meet the demand of the time by producing a staple best suited to compete with American, and in that he was eminently successful, but three influences combined to attract the ryot in the direction his best interest lay. One, the change in the character of the trade just described, another the demand for white cotton free from leaf called into existence by the mixers endeavouring to meet the peculiarities of European arbitrators, and the third that the indigenous variety gives the best money return. The first of these reasons Mr. James as a non-practical man was probably unaware of, and he therefore laid stress on the second, but contested the third, alleging that the increased weight of fibre produced by the indigenous as compared with the exotic plant is less than the supporters of the former claim for it, and certainly does not counterbalance the difference in the value of the product. Mr. James' argument may be right as to the actual weight produced plant for plant—although the total crop yields point in the opposite direction the average yield per acre being 98lbs. in Khandeish and 42lbs. in Hingunghat,—but he apparently overlooks one point which in the grower's mind is more important than anything else, that is, the hardier and more vigorous character of the native plant. The Indian peasant, not without reason, has ever present in his mind the not very remote possibility of an adverse season leaving him without any crop at all, and he not unnaturally has a predilection for the greater certainty, and this he avers the indigenous plant gives him as flourishing better in a scanty rainfall, and withstanding better a heavy one. On the disparity of quality too there is something to be said. For the first few seasons of its reintroduction the Varadi compared very unfavorably with

the Hingunghat product, but as practical men the Committee are in a position to state that a steady improvement, due no doubt to acclimitisation, has been taking place in the former for some seasons past, and to this the evidence of Mr. Bythell adduced by Mr. James in page 6 of his second memorandum bears distinct if somewhat unwilling testimony, attributing the improvement—the Committee consider erroneously—to the remaining effects of Mr. Ashburner's exertions of twenty-eight years ago. Whatever the weight assignable to these respective arguments may be however it is impossible to withstand the evidence of the steady increase in the cultivation of cotton in Khandeish of late years, during which it is unnecessary to say there has been no alteration in the revenue assessment. The following shows the acreage of cotton cultivation in Khandeish during the past 22 years, viz. :—

1868 69.....	4,27,000 acres.	1879-80.....	6,53,000 acres.
1869 70.....	5,41,000 ,,	1880-81.....	6,12,000 ,,
1870 71.....	6,16,000 ,,	1881-82.....	8,22,000 ,,
1871-72.....	4,29,000 ,,	1882 83.....	9,59,000 ,,
1872 73.....	5,37,000 ,,	1883-84.....	10,12,000 ,,
1873-74.....	6,34,000 ,,	1884-85.....	8,78,000 ,,
1874-75.....	5,89,000 ,,	1885 86.....	6,91,000 ,,
1875-76.....	6,82,000 ,,	1886-87.....	9,42,000 ,,
1876-77.....	5,76,000 ,,	1887 88.....	9,19,000 ,,
1877 78.....	4,98,000 ,,	1888-89.....	9,21,000 ,,
1878-79.....	6,24,000 ,,	1889-90.....	10,13,000 ,,

A perusal of these figures is most instructive as regards the point at issue, as the reintroduction of the indigenous plant having begun about 1879-80, the period of 22 years may be very fairly divided, into eleven years when the effects of Mr. Ashburner's action and the Cotton Frauds Acts were in full force, and eleven years in which the ryots have been left to their own guidance. During the first period the average extent of land under cotton cultivation was in round figures 560,000 acres while in the second period the average was 857,000 acres, or an increase of 53 per cent. It is impossible these figures can be accidental, indeed the Committee believe that if the dates of the removel of the Cotton Frauds Act and the general cessation of the cultivation of the exotic variety in Khandeish were more closely compared with the figures the results would be still more startling. But even in the form which the Committee have grouped them they are sufficiently impressive. Government clearly have no cause to fear for their revenue from cotton cultivation in Khandeish, and taking it as

Mr. James says, that the ryot of the Deccan is not nearly so intelligent as the ryot of Gujerat, if the above figures are the result of leaving the ignorant Dekani to look after himself the skilled Gujerati may well be left to his own devices.

Example of what has taken place in Dharwar.

It may not be inappropriate to notice here the state of cotton cultivation in Dharwar with reference to what bearing its example may be supposed to have on the situation of the Broach crop present and prospective. True Mr. James disclaims any personal knowledge of the cotton of the district and does not quote it in support of his arguments respecting Broach. He nevertheless devotes considerable space to record the views of native gentlemen on the subject leaving it to be inferred in the words of a leading broker in Bombay, whom he quotes, that Dharwar carries a warning and should not be unheeded. The Committee quite agree that Dharwar does afford a warning but it is against any forcible interference of Government with the ryot and his crops whether legislative or otherwise. Selecting this district whose indigenous variety known as Kumta is one of, if not the longest and strongest staples produced in India, Government under the persuasive powers of the Cotton Frauds Act practically said to the ryot here is American cotton seed which is the seed you shall plant, and here is the saw-gin with which the product must be ginned. In the circumstances under which they were offered to him the ryot accepted both, the seed being supplied on favorable terms and the gins erected free of cost and kept in order by Government. For a time the results were all that could be hoped for or expected. The exotic seed produced an excellent yield, and the gins being in perfect order did every justice to the staple, and no doubt this happy state of things would have continued till now had Government at the requisite intervals given gratuitous supplies of fresh seed and kept the gins in order. This however was not done, the ryot was left to procure his own seed which rapidly deteriorated by hybridization—Dr. Watt has recently stated that no new cotton can be grown in India for more than one or two seasons in proximity to fields of the ordinary staple without becoming freely hybridized—the gins after some years got out of order to such an extent as to damage both staple and seed in the process of ginning, and the consequence is that Dharwar

American is now a comparatively discredited staple, while Kumta, the indigenous variety although no doubt deteriorated in some measure by its hybridization with the exotic, still holds the field as an admirable spinner's cotton. The Committee contend therefore that though the experiments were carried out on somewhat different lines the eventual results of Government interference both in Khandeish and Dharwar were distinctly adverse.

Dhollera being deteriorated by over-repetition of crop.

On page 6 Mr. James returns again incidentally to Dhollera, quoting the evidence of Mr. Whittle to show that in some parts of the districts in which that description is grown the plant is being considerably deteriorated by over-repetition of crop. This the Committee can quite believe as the much better monetary return which cotton yields over any other crop in that part of India, is a strong temptation to the ryot to strain the productive power of his land to the utmost. As already remarked by the Committee the same cause may have contributed to produce some of the unfavorable appearances Mr. James had personally observed in Broach, and it is just one of the points on which the officers of the Agricultural Department might be of real service. But what in England would be called bad farming is not a matter which legislation would cure.

Opinions of several up-country merchants.

An extremely discursive "Eminent Broach Merchant" is the next witness produced by Mr. James to give evidence as to the malpractices existing in Broach, and the only wonder is that a man of his evidently high sense of commercial morality should have continued to exist for the twenty-three years, over which he states his experience extends, in such a hot bed of fraud and adulteration as he describes. The remedies he proposes are of the most sweeping character, everything from the picking of an unripe cotton boll off a tree by a cultivator in his own field, to anyone having in his possession mixed staple is to be deemed penal. In fact all is to be so admirably arranged that the eminent Broach merchant will be able to conduct his business in such safety as to leave him little else to do than collect his profits at the end of the year. His allegations are so exaggerated in character and so totally unsupported by proof—large quantities of inferior qualities of cotton are imported into Broach and Surat for mixing,

but he cannot give any figures,—mixing in ginning and pressing is common, but he cannot give specific instances—that the Committee would not have deemed it worth while criticising them were it not that his evidence covering so much ground enables the Committee by answering it to include the remaining up-country mercantile evidence at the same time.

Mixing of imported Seed, Cotton or Kapas.

The one point on which Mr. James' up-country witnesses are all agreed is the danger to be feared from the increase of ginning mixed seed, cotton or kapas together. And naturally so, for if this practice cannot be shown to be likely to assume extensive proportions the chief object with which the discussion has been initiated at once disappears. But as to the extent to which this alleged mode of adulteration already prevails the evidence adduced is not only widely at variance but absolutely contradictory. The eminent Broach merchant not only enumerates nearly every variety of cotton grown in the northern part of the Bombay Presidency and the adjoining native states, as being largely imported into Broach for the purposes of admixture, but even goes so far afield as Berar for his contributions, the manifest absurdity of which is sufficient to stamp the whole of his statements as worthless. Mr. James himself as previously noticed could give no tangible evidence of deterioration being yet observable owing to this cause, and other informants are more guarded in their statements than the Broach merchant, but it is only by the Collectors of Broach and Surat any figures are given which enable the Committee to gauge the gravity of the complaints. The former mentions some 2,500 bales as having reached various ginning factories from districts producing inferior cotton, and the latter about 1,600 bales, quantities too insignificant to have even an infinitesimal effect on the general quality of the Broach crop or to affect the seed of the district. The Collector of Broach moreover adds "it does not appear "that as yet the cotton of this taluka has deteriorated or "fetches a lower price per candy." The Superintendent of the Khandeish Experimental Farm explains very clearly how small quantities of Varadi seed cotton may find its way to Broach in the early part of the season, but indicates that the charges for transporting seed cotton such a distance in any quantity for purposes of adulteration are prohibitory. Adulteration of this character will only be resorted to for

purposes of gain and the radius within which loose kapas can be profitably sent into ginning factories in the well defined Broach district is comparatively limited and even then the cotton coming in to such factories is well known to buyers and appreciated at its true value.

Mixing of clean Cotton.

These reasons apply still more forcibly to the importation of foreign varieties of clean cotton, which can only be economically transported in full pressed or half pressed bales, when the cost of pressing intervenes as a deterrent, except where imported for the consumption of the local spinning Mills at Broach and Surat and even the least vigilant of buyers will be aware if any pressed cotton reaches another destination. Possibly however the best answer to the statements under this head as also to the allegations regarding adulteration with foreign substances, the difficulties honest dealers find in obtaining pure cotton, and so forth, is to be found in the broad fact that fully three-fourths of last season's Broach crop has been bought by the leading European buyers and exporters, whose interests are entirely opposed to adulteration in any form, and that both in Liverpool and on the Continent their shipments have passed this year with singularly light allowances. Before leaving this branch of the question, however, the Committee wish to notice one particular circumstance which seems to have had great weight with Mr. James in this connection as he uses it with a view of detracting from the evidence given by the Superintendent of the Khandeish Experimental Farm. It is better perhaps given in Mr. James' own words :—

"Why unless with the object of simulating Broach the "expense should be incurred of sending worthless Khandeish "cotton an *unnecessary* journey of 400 miles from Bombay "to Broach. and back, does not seem to have occurred to "the Superintendent." Neither the Superintendent nor any other of Mr. James' informants so far as the Committee perceive anywhere state that Khandeish cotton had been sent from *Bombay to Broach and back*, and the idea probably arises from the misreading of from Khandeish *viâ* Broach to Bombay, a very different matter. But even if the occurrence has taken place it was an experiment not likely to have been repeated. A much more surprising circumstance which had he known of it Mr. James would no doubt have endowed with terrible significance is the fact

that not long ago a native firm here brought a parcel of cotton back from Liverpool to Bombay and declared it paid them to do so. The event showed nothing however, but that owing to a run on the spinning of low counts in Bombay there was for the moment more than sufficient margin in the Liverpool price for this particular quality to pay freight and charges back, not such a very serious matter with the former at 10s. per ton about as much as it would cost from Bombay to Poona.

Bombay evidence regarding adulteration.

As no question exists that the mixing of cotton has been knowingly practised in Bombay for the past ten years the Committee consider that no advantage is to be gained by discussing closely either what constitutes the component parts of the various mixtures or the mode the mixing is effected which forms the bulk of the evidence cited from Bombay. The real point at issue is whether legislation of a more or less stringent character is called for in the interests of the ryots and the country at large, and it is only therefore where the Bombay evidence touches that point that it can at this stage call for consideration. Unfortunately for the elucidation of the subject it is on this particular point that least evidence is forthcoming and what little there is can scarcely be interpreted as favorable to the object Mr. James has in view. An "European baler's" ideas as culled from a letter published in the *Bombay Gazette* only express in different language what the Committee has already said, that mixing is encouraged by the home consumers and that if there were no buyers of the adulterated article there would be no shippers of it. Mr. James indeed quite hits the right nail on the head in a similar direction when he says it is the story of the wheat over again, English merchants insist on having an inferior, or in other words a cheaper article and they are supplied with it, yet somehow he fails in a thorough appreciation of the argument when it is transferred to cotton, and insensibly drifts into the idea that Lancashire spinners should be placed in a position to get exactly what cotton they want and Bombay merchants in a position to supply it. But neither of these parties has any claim on Mr. James' good offices. The Liverpool arbitrators have shown by their action in 1890 that they have ample power to protect the spinners, and the Bombay merchant can easily protect himself, either by purchasing his cotton direct up-country

or through trustworthy Agents. Nor do the Bombay merchants when the question is put to them hesitate to say so, both this Chamber and the Bombay Cotton Trade Association having unswervingly held to this expression of opinion since first they petitioned for a repeal of the Cotton Frauds Act.

Manchester also against special penal legislation.

Manchester merchants also have declared against the reintroduction of Cotton Frauds legislation the resolution of the Manchester Chamber of Commeree after having had the advantage of a personal discussion with Mr. James on the subject being as follows :—

"Whilst admitting the unfortunate practices described by Mr. James, it is in the opinion of this Committee, not desirable to recommend legislation for the purpose of combating the mixing and adulteration of cotton in the Bombay Presidency (beyond making the provisions of the Indian Merchandise Marks Act apply to them, if they do not already do so) seeing that those engaged in the trade are themselves in the best position effectually to put a stop to the frauds complained of. This Committee is further of opinion that to properly enforce the provisions of the Indian Merchandise Marks Act, a Public Prosecutor ought to be appointed."

Liverpool supports Mr. James.

Of the three great centres which have thus had Mr. James' proposals submitted to them Liverpool alone has supported his suggestions for penal legislation, and the reason that there should be an exception in her case is not difficult to explain. Being merely a port of transit her merchants are only interested in seeing such a state of trade established as would again bring large quantities of Surats to their doors. In other words they would desire to see the growers of Indian cotton relegated to their old position of competitors with America for the custom of the Lancashire spinners. That is a state of things however which the Committee consider they have demonstrated very clearly can never in the interests of the Indian ryot be brought to pass, the preponderating influence in the value of Surats once centred in Lancashire being now in the hands of the Spinners of the Continent of Europe and Bombay. It is doubtless owing to a failure to appreciate

Liverpool no longer the leading market for Bombay Cotton.

the full force of the remarkable change which has taken place in the trade in this respect that we owe the initiation of Mr. James' agitation, and a careful and intelligent perusal of the following figures will show that the reason of the diminished shipments of Bombay cotton to Liverpool is due in reality not to the article being discredited in Liverpool but that better markets have grown up elsewhere.

The receipts into, exports from and consumption of cotton in Bombay for the twenty years ending 30th June 1891 :—

Year ending 30th June.	Receipts.	Exports.			Mill Consumption.	Total.	Percentage of Cotton exported to U. K. to Receipts.	Percentage of Mill Consumption to Receipts.
		United Kingdom.	Continent.	Elsewhere.				
	Bales.							
1871-72	1,151,000	871,000	203,000	34,000	53,000	1,166,000	75·67	4·60
1872-73	978,000	713,000	204,000	34,000	67,000	1,018,000	72·90	6·85
1873-74	1,311,000	821,000	374,000	25,000	83,000	1,300,000	62·62	6·33
1874-75	1,343,000	866,000	419,000	20,000	135,000	1,440,000	64·38	10·03
1875-76	1,073,000	604,000	376,000	35,000	147,000	1,162,000	56·29	13·70
1876-77	1,141,000	431,000	489,000	38,000	161,000	1,119,000	37·77	14·11
1877-78	961,000	292,000	408,000	46,000	204,000	950,000	30·38	21·23
1878-79	832,000	298,000	354,000	64,000	181,000	897,000	33·8	21·75
1879-80	1,171,000	342,000	542,000	54,000	220,000	1,128,000	30·31	18·89
1880-81	1,344,000	287,000	587,000	60,000	273,000	1,207,000	23·07	21·94
1881-82	1,832,000	816,000	701,000	87,000	277,000	1,881,000	44·51	15·12
1882-83	1,770,000	511,000	825,000	95,000	313,000	1,744,000	28·87	17·68
1883-84	1,759,000	573,000	719,000	100,000	318,000	1,743,000	32·4	19·78
1884-85	1,139,000	237,000	524,000	70,000	392,300	1,253,000	23·44	34·41
1885-86	1,410,000	321,000	683,000	61,000	391,000	1,461,000	21·39	26·42
1886-87	1,703,000	397,000	750,000	40,000	454,000	1,941,000	23·31	26·65
1887-88	1,472,000	234,000	659,000	53,000	560,000	1,451,000	15·89	33·96
1888-89	1,851,000	386,000	940,000	46,000	556,000	1,897,000	20·85	30·52
1889-90	2,23 ,000	370,000	1,118,000	71,000	665,000	2,295,000	16·55	28·45
1890-91	2,020,000	114,000	955,000	107,000	762,000	1,938,000	5·64	37·72

A more remarkable revolution in the same space of time has seldom been witnessed in an important trade. Liverpool, which twenty years ago took 75·67 per cent. of a season's receipts amounting to 1,151,000 bales, now takes 5·64 per cent. of 2,020,000, while the Continent which had only 18 per cent. of the small supply now requires 47 per cent. of the larger. For the past fifteen years indeed the Continent has absorbed on the average 45 per cent. of our supplies, leaving the balance to be divided mainly between Liverpool and Bombay; and whereas the latter only absorbed 4·60 per cent. of the small receipts of 1871-72, she now takes 37·72 of the double yield, that is to say, in actual number of bales Bombay now as nearly as possible consumes

the same quantity of Surats as Lancashire did twenty years ago, and that this has not been brought about at the expense of the relative value of Surats the comparative prices previously quoted clearly show. The broad fact is, as already stated, that Lancashire spinners, with their highly skilled labour, ever improving machinery, and eight and a half million bales of long stapled American cotton as their nearest source of supply, are concentrating their attention more and more every year on the production of fine yarns to the neglect of the coarser spinnings, which are being transferred to the Continent and India, whose less skilled workmen on cheaper wages can compete at a comparatively low cost. To the Liverpool East India Merchant and his correspondent in Bombay the gradual loss of a large and valuable trade is doubtless a cause of regret, but it is difficult to see how any one else has ground to complain.

Mr. James' suggestions.

In view of the opinions which the Committee have expressed it is scarcely necessary that they should discuss Mr. James' suggestions at any great length. To the first four which have for their object aiding the ryots to obtain good seed at a minimum cost and offering special inducements for careful picking and skilful cultivation the Committee have at the outset accorded their approval. Not that they have any profound belief in the efficacy of such efforts, but any influence they may exercise will certainly be for good. They would however gladly see these practical measures—respecting which the ryots are really less deficient in knowledge than in practice—supplemented by a higher class of scientific research such as that suggested at the Conference held at Poona in August last, under Bombay Government Resolution No. 5597 of the Revenue Department. The result of such investigation might be to throw a new light on many of the problems connected with the cultivation of cotton which have hitherto been, but imperfectly ascertained or understood and the movement would be aiding the ryot in a direction which he cannot have at his own disposal.

The Committee have recommended the Chamber to reject Mr. James' proposals for penal legislation as undesirable and unnecessary in the true interests of the trade and they would now further take objection to them as likely to be

impracticable in operation. As all the three processes of picking, ginning and pressing are as a rule, except just at the beginning and the end of the season going on simultaneously, it would be impossible unless with a perfect army of officials to effectually supervise them. The personal inspection would necessarily therefore have to be entrusted to cheaply paid men with all the multitudinous evils, which that class of inspection entails. Take mixing of seed cotton for instance, how is it to be prevented? If at the gins is a subordinate official to have the power to stop a factory whenever he imagines he sees a trace of mixed varieties or is it proposed to inspect every heap of kapas as purchased or sold by the village baniyas? In the opinion of the Committee the proposed system would inevitably fall back in a very short time into the same state as the old Cotton Frauds Department with many of its more objectionable features intensified and multiplied by the more extended functions which the new scheme would propose to perform. Under the old Act it was found that the actual fees levied were but a small portion of the tax as compared with the obstruction to trade, and if this proved to be the case when up-country cotton buying was comparatively speaking in its infancy it is not difficult to form some idea of what the result would be with the ginning and pressing factories multiplied as they are over the length and breadth of the country and even the very markets trebled in number.—I have, &c.,

L. R. W. FORREST, Chairman.
JOHN MARSHALL, Secretary.

"*Adulteration of East India Cotton.*"

INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,
LIVERPOOL, *July 24th*, 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to hand, for the information of your Association, two copies of a report on the above subject, recently forwarded by this Chamber to the Secretary of State for India in Council.—I am, &c.,

THOMAS H. BARKER, Secretary.

EAST INDIA AND CHINA TRADE SECTION OF THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL, 1891.

REPORT OF THE COMMITTEE OF THE SECTION ON "PROPOSALS FOR LEGISLATION, WITH A VIEW TO PREVENT ADULTERATION AND OTHER FRAUDULENT PRACTICES IN THE COTTON TRADE OF THE BOMBAY PRESIDENCY, WITH SUGGESTIONS FOR THE IMPROVEMENT OF THE STAPLES EXPORTED, BY H. E. M. JAMES, COMMISSIONER, N.D."

The Right Honourable the Secretary of State for India in Council, having, on the 29th April, 1891, forwarded to this Chamber copy of the Memorandum named above, and having asked for the views of this Chamber on the subject of the proposals contained therein, the Committee of the East India and China Trade Section have agreed upon the following Report, which they beg to submit to the Council for adoption :—

The Committee approve of the following suggestions made by the Commissioner, full details of which appear in the Memorandum—

IMPROVEMENT OF STAPLE.

Mem. Page 21. 1st. That Government should offer annual prizes for the best Cotton grown by the Rayats.

Pages 21 and 22. 2nd and 4th. That the Director of Agriculture should induce the Rayats to select seed, or should furnish them, either cheaply or gratuitously, with selected seed ; and should warn them against the use of inferior and hybrid seed.

Pages 21 and 22. 3rd. That the Director should circulate instructions for gathering the crops, especially with a view to prevent the picking of bolls before they are ripe.

INFORMATION AS TO CROPS.

Page 22. 5th. That the Director should send each week to Bombay a report of the prospects and progress of the crops.

In order to do this, your Committee approve of the suggestion (page 22) that four Assistant Directors of Agriculture should be appointed—one each for Gujarat, Khandeish, The Deccan and Southern Maratha Country, and Sind ; that they be Europeans experienced in the Cotton trade ; and that one be placed in Bombay, where he would be in touch with the Bombay Chamber and Cotton Association.

In order to benefit by these measures, and to stop the practices of the Rayat and Baniya (the grower and the middleman) and the Machine-ginner, your Committee approve of the following suggestions, viz. : That it should be made penal—

Page 24. 1. To mix foreign matter with "kapas," *i.e.*, seed cotton.

2. To mix different varieties of "kapas" in any dokra, half or fully pressed bales.
3. To arrange the knives of the gins in such a manner as to clip the seed.
4. To gin two varieties together.

Provided that legitimate mixing be not interfered with, nor the ginning together of two varieties sown and picked together. That the varieties forbidden to be mixed together, or ginned together, are to be such as the Government may specify after taking the advice of the Bombay Chamber and/or Cotton Association.

The Committee are aware that in certain districts, *e.g.*, the Berars, where both long and short stapled Cotton is grown, the Director of Agriculture will have great difficulty in drawing a distinction between the varieties; but they hope that this difficulty will not deter the Government from introducing general legislation likely to be beneficial, at least in districts where such difficulty does not arise.

In order to reduce the facilities for mixing varieties, or ginning different varieties together, your Committee approve of the following proposal which is in agreement with their Recommendation 3 of 1884—

Mem. Page 24. That the Government should have power to prohibit the importation from one area to another,

First, of unginned Cotton or "kapas;"

Secondly, of ginned Cotton, unless it be *bonâ fide* for local consumption or export;

such power only to be used where it is clear that the object of importation is adulteration.

As to the

MARKING OF BALES AT HYDRAULIC PRESSES.

(*See their Recommendation* 2, 1884.)

Page 25. *a.* It should be compulsory on the owner of the press to mark every fully pressed bale with the name and locality of the press; and, further, your Committee would renew their Recommendation of 1884, that when the screws are let to any private packer, there should be placed on every bale a distinguishing mark, of which a record should be kept. *The person responsible for the packing of each bale would then be readily identified on reference being made to the Press Register.*

b. It should also be compulsory on the owner of the bale to mark upon it, before removing it from the press precincts, the name of the local variety of Cotton contained in it.

c. If the bale should contain any *permitted* mixture of varieties, it should be marked with the word "mixed," in addition to the name of the variety chiefly contained therein.

d. The Government, with the assistance of the Bombay Chamber, should declare from time to time what the marks described by *b* and *c* should be, and what meaning should attach to them.

MARKING OF BALES BY THE SHIPPER.

Page 25. *e.* It should be compulsory on the shipper of Cotton coming from beyond the Presidency to mark bales in accordance with the rules laid down for Cotton grown in the Presidency.

Page 27. *f.* All bales for export should be marked with the shipper's name, in addition to the other marks.

g. All marks should be in English letters.

Bales exported will then show—

1. DISTRICT IN WHICH COTTON IS GROWN.
2. WHETHER COTTON BE PURE OR MIXED.
3. NAME OF PRESS OR RESPONSIBLE PACKER.
4. NAME OF SHIPPER.

ENFORCEMENT OF THE LAW.

Page 28. Your Committee believe it to be desirable that the carrying out of the law should devolve on the ordinary Magistrates, as recommended by the Commissioner, and, in order to facilitate the acquisition of information by the police, they adopt the suggestion abandoned by Mr. James, that informers should be paid for giving information as to infringements of the law. The law would be made more effective if the Assistant Directors of Agriculture were given power to visit and inspect gins and presses.

COST OF THE LAW.

The expense of administering the law should be partly met by a tax not exceeding one anna per 3½ cwts. imported into place of shipment or consumption; and the Government should, as the landlord of the country, and in virtue of the duties and obligations pertaining to that position, and of the benefits the revenue would derive under the proposed system, provide a fair portion of the cost.

In support of their view as to the system needed for the enforcement of the law, your Committee may remind the Secretary of State for India that in their Report, dated 15th May, 1884, they advocated, in the words of a despatch from the Secretary of State to the Viceroy, dated 28th April, 1880, that there might be enacted "special penal provisions against fraud and adulteration, which might be set in motion either by the party injured or the magisterial authorities, who would practically put the law in force only when fraudulent practices become flagrant and notorious." Your Committee at that time gave as an example of the penal provisions required certain provisions of the Hop Act, which had greatly benefited the trade. The power to inspect Cotton presses, which they now recommend to be given to certain officers of the Government, would correspond with the power to visit factories given by the home Factory Acts to Government Inspectors.

In conclusion, your Committee desire to express their appreciation of the great value of the investigation made into the matters under consideration by the Commissioner, and of the proposals either emanating from or adopted by him.

ROBERT GLADSTONE, Chairman.
THOMAS H. BARKER, Secretary.

Liverpool, 19*th June* 1891.

APPENDIX S.

RAILWAY EXTENSION.

No. 1253 OF 1891.

P. W. DEPARTMENT, RAILWAY,
BOMBAY CASTLE, *29th May* 1891.

Read again Bombay Government Resolution No. 2387, dated 20th October 1890.

Read Public Works Department Transfer No. 299 R., dated 23rd December 1890.

Read letter from the Superintending Engineer, Northern Division, No. A.—85, dated 12th December 1890 :—

"I have the honour to submit, for the consideration of Government, certain reasons against the modifications in my original figures adopted in Government Resolution No. 2387 dated 20th October 1890. The proposals have been so favourably received in principle by all concerned, that I would rather avoid questions as to differences in details, but the Acting Consulting Engineer in his revision has arrived at conclusions which in my view would seriously handicap feeder lines, and I hope to be able to show that my original assumptions were fairly reasonable, and do not require any material modification.

"2. I will now deal with each of the heads referred to in the latter portion of para. 4 of the Resolution :—

(*a.*)—*Working Charges.*—My assumption is 40 per cent. for the standard and 45 for the metre gauge, while the Acting Consulting Engineer suggests 42 and 46. For the broad gauge from 1870 to 1879 the average for the ten years was 52·91, while for the succeeding ten years 1880-89, it was reduced to 43·22, the lowest rate for any one year being 41·04. For the metre gauge from 1880 to 1884 the average was 57·76, and from 1885 to 1889 it was reduced to 49·48, the lowest rate for any one year being 45·82. I do not wish to contend that reductions will continue at the same rate, and in some years there may, and doubtless will, be increases, but the general tendency will still, I conclude, be in favour of smaller working charges, as routes develop, and as lines approach nearer to their full carrying capacity, and I cannot see that it is unreasonable to assume that a broad-gauge rate, which has sunk from 52·91 in 1870-79 to 43·22 in 1880-89, may, in the future, sink to an average of 40, and similarly I would submit that a metre-gauge rate, which was 57·76 for the five years from 1880 to 1884 and 49·48 from 1885 to 1889, may sink eventually to 45. My assumption is that, although the rate of reduction will be very much less rapid than formerly, the tendency should still be downwards, and I cannot see with the evidence of the past that my estimate of 40 and 45 per cent. is rash for the future.

Note.—The figures are calculated for each complete year, and not for separate half-years.

(*b.*)—*Capital Cost.*—The Wadhwan line, referred to with its mileage cost of Rs. 52,798, was constructed nearly twenty years ago, when rates were for many items higher than at present, and later branches have cost less. I can refer to the lines shown in margin, and I believe that others might also be quoted which bear out this view, and I understand, too, that the estimate lately prepared for the Ahmedabad-Parantij Line, supports my conclusions. Further, I may state that, in some cases, there will be roads available, which should, I propose, be made over for the feeders free of charge, until the lines pay, say, more than 5 per cent. when interest (on the estimated value of the road to the Railway) should be claimable. The lines proposed are mainly through easy country, with very little bridging, and I am still disposed to consider that, with economy, my figures of Rs. 45,000 and Rs. 32,000 per mile are not unreasonable for the first capital cost. I admit that further capital expenditure may be required from time to time as traffic develops, but the development of traffic should supply the means to enable a line to bear the extra cost of works necessary to deal with a larger business.

Names of Lines.	Length.	Cost.	Mileage rate.	REMARKS.
		Rs.	Rs.	
Broad Gauge.				
Anand to Dakor.	18·65	8,2[illegible],036	41,291	The rate provided in proposals is Rs. 45,000.
Dakor to Pali ..	13·83	6 21,183	44,916	
Patri Branch.....	22·12	9,39,017	42,451	
Metre Gauge.				
Jodhpur Railway	124·00	22,72,005	18,323	The rate provided in proposals is Rs. 32,000.
Gaekwar's Mehsana Railway..	27·73	9,12,948	32,932	

(*c.*)—*Ratio of Passengers to Goods.*—I have assumed 1 to 1, while the Acting Consulting Engineer suggests 1 to 2, which accords nearly with the Bombay, Baroda and Central India Railway taken as a whole. The ratio for the main line is not, I think, a safe guide for the branches, as will be seen from the figures in margin for the year 1889. In a thickly populated country like Gujarat the proportion of passenger to goods traffic is likely to be much larger than on the entire systems of the Bombay, Baroda and Central India and Rajputana-Malwa Railways, and I still look on 1 to 1 as reasonable for the lines proposed. I believe the figures of the new Anand-Petlad Branch will be found to bear out this contention.

Names of Lines.	Ratio.
Bombay, Baroda and Central India Railway	1 to 1·93
Rajputana-Malwa Railway	1 to 2·27
Wadhwan Line	1 to 1·18
Dakor Line..	1 to 1·71
Baroda Line..	1·89 to 1
Mehsana-Vadnagar Railway	1·85 to 1

Note.—A ton of goods on the main line travels more than four times the distance of the average passenger (omitting suburban traffic) but on branches the difference in the mileage of the two classes of traffic would be very much less, and this would necessarily and largely affect the ratio.

(*d.*)—*Passenger Rates.*—I have calculated on a passenger rate of three pies per mile for third class, and for branch lines this would,

I consider, be low enough to secure the traffic estimated for. It is probable, however, that a lower rate would stimulate traffic, and might prove even more remunerative. Allowing, however, that some reduction should be made on this head, I am under the impression that this would be, to a great extent, covered by Miscellaneous Receipts, such as parcels, luggage, &c., for which no credit has been taken. The Bombay, Baroda and Central India rates are, I believe, to some extent, reduced by season tickets, and cheaper return fares near Bombay.

(*e.*)—*Goods Rates.*—I assumed (12) twelve pies per ton per mile, while the Acting Consulting Engineer prefers (8) eight pies, the rate deduced from the Bombay, Baroda and Central India and the Rajputana-Malwa systems. This is a very important difference, but I would refer to the figures in margin for the Anand-Godhra Branch, and as the branches proposed in this correspondence will be shorter, the rate should be higher. The reason for a higher rate on branch lines is that the terminal charges are divided between the stations at the two ends, and consequently a short branch has a decided advantage. A terminal charge of Rs. 1-2-0 on a ton of goods from Godhra to Bombay gives (9) nine annas for the main line, and the same for the branch, but the main line mileage is 266, while on the branch line the distance is 49, and nine annas, divided by 49, will give a rate of 2·20 pies per ton per mile for the branch terminals, while divided by 266, it will give 0·41 pies per ton per mile for the main line portion. For shorter branches the difference would be greater, and it seemed to me that my rate of 12 pies, which is about equal to the figures on the Godhra Branch, might be accepted without much risk.

	Excluding terminates.	Including terminates.
	Pies.	Pies.
For the 1st half 1889	9·54	12·15
For the 2nd half 1889	8·61	11·64

"3. If the modifications, against which I have endeavoured to show cause, were to be accepted, the traffic required would be so largely increased that the chances of successful branches would be greatly narrowed, and in justice to the claims of feeder lines, I feel it is right to submit for consideration the grounds for my estimates.

"4. The authorities of the Bombay, Baroda and Central India and Rajputana-Malwa Railways have had considerable experience of late years in regard to cheap feeders, and as all the branches I propose would be in connection with those lines, the authorities referred to may be able and willing to give the results of their experience in regard to the points under consideration. The figures I have quoted have been obtained from the printed returns of the Bombay, Baroda and Central India Railway, supplemented by additional particulars in regard to certain points."

Read—

Note by the Consulting Engineer for Railways dated 7th January 1891.

Note by the Agent, Bombay, Baroda and Central India Railway Company, dated 27th April 1891.

RESOLUTION.—In Bombay Government Resolution No. 2387 above read, Government desired to place on record certain statistics derived from the experience of past years, which would serve as a guide in any proposals for light railways in Gujarat, which would act as feeder lines to the present through lines of railway which traverse that district. The additional information now before Government shows that certain modifications in those orders are necessary; these considerations may be noted in detail under the different headings.

2. *Working Charges.*—The fixed charges for working a railway do not vary in proportion to the receipts, and as the receipts from passenger traffic are generally fairly constant, the only fluctuating element in the estimation of such charges is the volume of goods traffic moved. Only when the goods traffic is very large, do the working charges exhibit the best results. But in branch railways in Gujarat, the volume of the goods traffic is never likely to be very large; for a general estimate, therefore, the figures already accepted by Government should be adhered to.

Capital Cost.—The cost of the acquisition of land does not seem to have been considered in the examples of Capital cost which have been cited; therefore, lower figures than Rs. 45,000 per mile for the standard gauge and Rs. 32,000 for the metre gauge should not be used, and these should probably be enhanced if the land to be acquired is very valuable.

Ratio of Passengers to Goods.—As before stated, a large goods traffic can scarcely be looked for, while a high passenger traffic can be safely predicted; the receipts may, therefore, be assumed as equally divided between the passenger and the goods traffic.

Passenger Fares.—The argument that the people in Gujarat are well-to-do and can afford to pay a rate of 3 pies per mile may be sound in the abstract, but it is evidently undesirable that, in the same tract of country where the structural characters of the lines do not vary, different rates for passengers should be levied on the different lines.

Goods Rates.—Further statistics show that the authorized "terminal" charges which are levied on goods traffic do give material benefit to short-branch lines; an average rate of 12 pies per ton per mile may, therefore, be allowed.

3. His Excellency the Governor in Council is, therefore, pleased to lay down the following data for the guidance of officers preparing preliminary projects for short lines of railway in Gujarat and similarly situated districts:—

(*a.*)—*Capital Cost.* { Standard gauge, Rs. 45,000 per mile.
Metre gauge, Rs. 32,000 „

(*b.*)—*Working Charges.*—The percentages of expenses to gross earnings to be taken are—

Standard gauge, 42 per cent.
Metre gauge, 46 per cent.

(c.)—*Ratio of Passenger to Goods Earnings.*—To be accepted as equal.

(d.)—*Passenger Fares* to follow those on the nearest trunk line. When, however, the structural character of the branch line differs materially, it may be advisable to have special rates.

(e.)—*Goods Rates.*—An average rate of 12 pies per ton per mile may be taken to estimate the average receipts for goods traffic.

H. W. WARDEN,
Under-Secretary to Government.

To

The Public Works Department, Secretariat.
The Revenue Department, Secretariat.
The Consulting Engineer for Railways.
The Agent to the Governor General at Baroda.
(By endorsement No. 1254.)
The Commissioner, N. D.
The Commissioner, C. D.
The Commissioner, S. D.
The Superintending Engineer, N. D.
The Secretary to the Chamber of Commerce, Bombay.
(By endorsement No. 1255.)
The Editors' Table.

No. 1255 OF 1891.

P. W. DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 29*th May* 1891.

Copy forwarded to the Secretary to the Chamber of Commerce, Bombay.

H. W. WARDEN,
Under-Secretary to Government.

No. 2229 OF 1891.

PUBLIC WORKS DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 19*th October* 1891.

Memorandum from the Public Works Department No. E.—606, dated 31st August 1891.

Transfers, for consideration, letter No. 3955 dated 25th August 1891 from the Superintending Engineer, Northern Division, forwarding, with remarks, five statements of traffic collected under orders from the Public Works Department, in connection with the projects for short lines of Railway in Gujarat, showing the registered traffic for the route and containing a summary of the probable results both as regards passengers and goods for the branch concerned.

RESOLUTION.—To be circulated for information and also placed on the Editors' Table.

F. FIREBRACE, Lieut.-Colonel, R.E.,
Secretary to Government.

To

The Revenue Department, Secretariat.
The Financial Department, Secretariat.
The Public Works Department, Secretariat. (Original papers returned.)
The Consulting Engineer for Railways.
The Agent to the Governor General at Baroda. (By endorsement No. 2230.)
The Commissioner, N. D.
The Collector of Ahmedabad.
The Collector of Kaira.
The Collector of Panch Mahals.
The Collector of Broach.
The Collector of Surat.
The Superintending Engineer, N.D.
The Agent, Bombay, Baroda and Central India Railway Company.
The Chairman of the Chamber of Commerce.
The Editors' Table.

With copy of Report.

No. 3955 OF 1891.

PUBLIC WORKS DEPARTMENT,
BOMBAY, *25th August* 1891.

From the SUPERINTENDING ENGINEER, Northern Division, to the SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—I have the honor to forward the accompanying five statements of traffic collected under the orders contained in Government Resolution No. 18 E.—59, dated 13th January 1891. Each is complete in itself and shows the registered traffic for the route, and contains a summary of the probable results both as regards passengers and goods for the branch concerned.

2. The traffic stations were carefully selected with a view to local conditions, and they were frequently visited by the Inspector, who remained for 24 hours and was thus enabled to see a full day's record. Executive Engineers and members of their establishments also made frequent and useful enquiries and inspections, and certain additional checks have been obtained by a comparison of traffic at various stations. I have had some experience with similar figures, and though I am aware that statistics are not infallible, I submit the results now obtained with considerable confidence.

3. All that the local recording establishments had to do in the case of carts was to note the number of bullocks, the contents, the starting point and the destination. This was recorded in a simple printed form by establishments strong enough for day and night duty, and

the forms were sent daily to the office of Mr. Himatlal Dhirajram at Ahmedabad, a copy being forwarded to the Executive Engineer of the District. Passengers riding, driving and travelling on foot were separately shown. Purely local traffic within the limits of the town or village in which the recording station was situated was not included, and the returns therefore refer to what may be called long distance traffic only.

4. The loads carried were obtained from experiments and enquiries formerly instituted and corrected up to date, and these give a fair average, and if anything the actuals would, I think, slightly exceed the figures recorded. In addition to eliminating the purely local carts and passengers at the recording stations, other traffic within ten miles of large cities has been struck out in framing the statements, as much of this would not use a Railway.

5. The actual traffic was recorded from January to June in most cases, and covered about 5 months out of the trading season, which extends altogether to about 7 to 8 months. The figures for the portion of the year not included in the records have been estimated as explained in the statements. The amounts allowed are, I consider, less than the probable actuals, and it will be seen that the traffic arrived at by estimating bears only a small proportion to that recorded, and the final results are based mainly on traffic that has been actually gauged.

6. Allowing for all deducations, we obtain the totals shown below for each route. The figures give the average over the whole line concerned for goods and passengers, and the details on which they are based will be found in the statements :—

	Goods in tons per annum.	Passengers, daily average.
Ahmedabad-Parantij	34.417	770
Surat-Bardoli	23.175	586
Ahmedabad-Dholka	23,930	695
Broach-Jambusar	16,431	472
Nadiad-Kapadvanj	9,274	527

7. The next point I will deal with is the traffic per mile necessary under ordinary conditions to enable the branches to pay working and interest charges, and calculations founded on the conclusions arrived at in Government Resolutions (Public Works Department, Railway) Nos. 2387, dated 20th October 1890, and 1253, dated 29th May 1891, give the following results in regard to this :—

* Feeders on standard gauge require { 24.828 tons of goods annually. 327 passengers daily.

† Feeders on metre gauge require { 18,962 tons of goods annually. 250 passengers daily.

* For the standard gauge 24,828 tons of goods annually at 12 pies per ton per mile, plus 327 passengers daily at 2½ pies per mile, will give a total revenue of Rs. 3,105 per mile, and allowing 42 per cent. for working charges, the balance, Rs. 1,802, will pay 4 per cent. interest on Rs. 45,000 the estimated capital cost per mile.

† For the metre gauge 18,962 tons of goods annually at 1 pies per ton per mile, plus 250 passengers daily at 2½ pies per mile, will give a total revenue of Rs. 2,373 per mile, and allowing 46 per cent. for working charges, the balance, Rs. 1,281, will pay 4 per cent. interest on Rs. 32,000 the estimated cost per mile.

8. Each line will eventually be treated on its merits from detailed projects, but I give below an estimate founded on the data already available :—

Name of Line.	Gauge.	Goods.		Passengers.	
		Tons per annum required.	Tons per annum existing.	Daily average required.	Daily average existing.
				£	£
Ahmedabad-Parantij...	Metre	18,962	34,417	250	770
Surat-Bardoli.....	Standard...	24,828	23,175	327	586
Ahmedabad-Dholka ...	Metre	18,962	23,930	250	695
Broach-Jambusar	Standard...	24,828	16,431	327	472
Nadiad-Kapadvanj.....	Standard...	24,828	9,274	327	527

9. From the above the following conclusions may, I consider, be drawn :—

Ahmedabad-Parantij.—The existing goods traffic on this line is more than enough to provide all that is required without any allowance for the expansion which is certain to follow. For passengers it will be sufficient if the Railway can secure only one-third of those who now use the road.

Surat-Bardoli.—The existing goods traffic is practically sufficient, being about 94 per cent. of the total required, while a little over one-half of the existing passenger traffic would be sufficient to give the passenger earnings necessary. This line is one in which there should be immediate and rapid expansion, for it has behind it a large area with great capabilities.

Ahmedabad-Dholka.—The existing goods traffic on the combined routes to be served by this line is more than sufficient to provide what is wanted without any allowance for new traffic, and there are 695 passengers daily, while a Railway on the metre gauge only requires 250 according to the data shown.

Broach-Jambusar.—The goods traffic on this line, including a certain proportion of that carried *via* Palej, is about two-thirds of what is necessary for success, and I do not anticipate there will be any large expansion, for the area served is limited and is bounded by the sea which competes for some of the trade. In a good season the cotton crop would be larger, but in a bad year it would be less than shown, and the figures in my opinion give a fair average. There is one point however in favor of this line, which is that about 66 per cent. of the traffic is cotton, which would pay a higher rate than the goods carried by the other routes under consideration, and this is an important factor

in dealing with the proposed branch. There are 472 passengers against 327 required, but as I am not disposed to assume that much more than one-half of the travellers by road would use the rail, I am of opinion that the passenger traffic on the present data is not sufficient, but I think it would very shortly increase to even more than required, for there is a large population to be served.

Nadiad-Kapadvanj.- The goods traffic on this route is disappointing, for after allowing for one-half of the trade which now uses the Dakor and Kapadvanj road, the total is only 9,274 tons against 24,828 tons required. It is probable too that the Ahmedabad-Parantij feeder may take some of this, and I do not consider that the prospects of the route in question are at present favorable. The passenger traffic is however likely to increase and may make up for the deficiency in goods, but I would prefer to leave this branch until we have gained experience by constructing those which show better present returns.

10. In the foregoing para. I have given my opinion as to the traffic for each of the lines, and I consider that on the first three of those shown in margin it is fully sufficient to justify the construction of branches on the conditions laid down.

1. Ahmedabad-Parantij Road.
2. Surat-Bardoli Road.
3. Ahmedabad-Ddolka Road.
4. Broach Jambusar Road.
5. Nadiad-Kapadvanj Road.

Line No. 1 should pay without any expansion, but it is likely to have a considerable addition to its traffic.

On the 2nd the existing traffic is also practically sufficient, and the expansion on this must be very large.

On No. 3, regarding which some negotiations are at present in progress, the prospects seem to me to be favorable for a feeder on the metre gauge, provided that it is so aligned as to secure both the Dholka traffic and that which travels *via* Bowla.

Lines Nos. 4 and 5 are less certain than the others, and I would rather defer my opinion as to whether they should be undertaken until experience has been gained as to the results of the other branches on which the traffic is more favorable.

11. The calculations I have given are based on the assumption that lines on the standard gauge will cost Rs. 45,000 per mile, and metre gauge lines Rs. 32,000 per mile. Estimates are either ready or in progress, which will settle this factor definitely, and the Railway Department will, I hope, be able in a short time to supply the information for all the lines concerned. The Ahmedabad-Dholka branch will probably be constructed for less than my figures, for—omitting rolling stock—the cost of the entire project from Ahmedabad to Dhollera is only estimated at slightly over Rs. 32,000 per mile, and the portion of this with which I am dealing is likely to be considerably cheaper than the average of the whole line. For the Surat-Bardoli branch (standard gauge) the estimate is, I understand,

Rs. 36,769 per mile, instead of Rs. 45,000 as allowed in my calculations, and for the Ahmedabad-Parantij (metre gauge) Rs. 23,731 per mile as at present proposed, instead of the Rs. 32,000 assumed. The estimate for this line will probably require revision owing to a proposed change of location, but I do not think it is likely to exceed the mileage rate allowed, and, so far as I can ascertain, the estimates for all the lines concerned are more likely to be below than above what I have assumed in my calculations. I might have awaited the estimates, but this would have caused delay, and it seems to me that the figures given afford a sufficiently accurate basis for a consideration of the factor of ways and means, and when all the estimates are ready, any necessary corrections can be carried out. If the probable cost should be higher than anticipated, it will only reduce the margin by a moderate amount; while if, as appears probable, the estimates are less than I have calculated on, the margin of safety will be still further increased.

12. The most important practical point is the provision of funds, and this will, I hope, receive early consideration It is in my opinion most desirable that the branches should be constructed and worked by the parent line (the Bombay, Baroda and Central India Railway) on the terms already referred to, for it is on these terms that my figures are based. But in regard to the supply of the capital required, it appears to me that there are three practicable courses.

13. The first is for the Provincial Government to undertake the lines with money borrowed from the Government of India. The *Ahmedabad Parantij* and *Surat-Bardoli* lines might be undertaken in the first place at a total cost of about 20 lakhs of rupees. The interest on this at 4 per cent. would be Rs. 80,000 per annum, and in return this Government would receive something more than eight annas out of each Rupee of gross earnings. The traffic figures show that there should be practically no risk, while there is every probability of a considerable surplus which might be devoted to a special fund for extending the system of feeders.

14. The Government of India have a large interest as landowners of much of the areas that would benefit by the cheaper export of produce, and it is usual for the owners of land to aid projects of this nature. I have already had an enquiry from the Superintendent of the Gujarat Survey as to whether it is probable that there will be a Railway in the Parantij direction, for he thinks that such an undertaking would modify the new settlement to be introduced into that Taluka. The main share of any increase in land revenue goes to the Imperial Exchequer, but it would, I think, be reasonable to ask that a special item of increase of this nature, the direct result of special expenditure by the Provincial Government, should be secured to Provincial Funds. But either with or without this aid, I am of opinion that the Provincial Government might safely embark on the suggested expenditure on the conditions stated.

15. Another method would be to carry out the lines by means of a silver loan to bear a fixed rate of interest, say of 3 per cent., to be augmented by a certain share of the profits of the branches. Of the fixed 3 per cent., 2 per cent. might be provided from Provincial Funds

and 1 per cent. by Local Boards or Municipalities, the Provincial and Local Bodies concerned to be credited with any balance of profit. Thus, if a feeder paid 6 per cent., which had been constructed on an agreement that all profits above 3 should be divided—two-thirds to the lenders and one-third to the guarantors—the effect would be that the holders of the loan would receive 3+2 or a total of 5 per cent., while 1 per cent. would go to the guarantors according to their interest in the guarantee. These figures only serve to illustrate the system, and the rate of interest and proportions of surplus profits would be a matter for adjustment on the merits of each case. According to the figures as given, the Provincial guarantee for the *Ahmedabad-Parantij and Surat-Bardoli* lines would amount to about Rs. 40,000 per annum, while the Ahmedabad and Surat Local Bodies would each guarantee about Rs. 10,000, much of which would be covered by savings in road construction and maintenance.

16. A third plan would be the creation of a Company to carry out the lines on the conditions just discussed, and to receive a limited guarantee and a share of profits as outlined in my last para.

17. The idea of a limited guarantee by the authorities concerned is by no means new, and I find something of the same nature is in force in Ireland, and I attach as an appendix an extract from *The Times* (London, January 27th, 1891) containing an account by its Dublin correspondent of the results under the Irish Act, and I also forward with this a copy of the Act in question. I find there has been a still further development of light Railways in Ireland under a more recent Act. I refer to this to show that the system of local and central guarantees has been sanctioned elsewhere, and under conditions which are evidently far less favorable than those which exist here; and I should be glad to see a somewhat similar system adopted in this country, for, I feel convinced, that there is a great future in India for cheap branch lines in suitable localities, provided they are selected with intelligence and local knowledge, and I am very anxious that this matter should receive the consideration which its merits deserve.

18. Lines of the nature indicated would relieve Provincial and Local Funds from the cost of making and maintaining roads, and as the rates on the feeders would usually be less than one-half of those charged for cartage, the cost of transport would be materially reduced and trade increased. Under these circumstances, Local Boards might, I think, be permitted to expend funds available for improving communications on encouraging such lines by means of subsidies or guarantees, and Municipalities might also in some cases assist.

19. In conclusion, I may mention that the three branches, *Anand-Dakor, Dakor-Pali and Pali-Godhra*, which now form the *Anand-Godhra* line, were dealt with on data supplied from my office when I was Executive Engineer, Kaira, and a reference to a memorandum prepared in the Bombay Railway Secretariat (dated 25th June 1880) and to subsequent results obtained on the branches in question, will show that they have fully justified their existence, for they have not only greatly benefited the country, but the line, taken as a whole, has paid about 7 per cent. on the capital cost from its own earnings, without

including what it has brought to the main line, due credit for which would, I believe, more than double this percentage. The fact that former traffic figures from my district proved correct may perhaps be some recommendation in favor of those now produced, and I consequently refer to this, as it may tend to strengthen the case for the feeder lines. I am very anxious to aid towards this, as I feel certain that the works proposed will be of great benefit to the people as well as to Government and the parent Railway.

20. Mr. Himatlal Dhirajram, Executive Engineer, was in charge of the traffic statistics generally, in addition to his own duties as Resident Engineer on the Sabarmati Bridge. The collection and compilation required a great deal of intelligent supervision, and Mr. Himatlal has carried out the work in a very satisfactory manner. The Executive Engineers too and their establishments in all the districts concerned have co-operated cordially, and I am indebted for valuable aid to Messrs. Doig, Rebsch and Clifton.—I have, &c.,

T. D. LITTLE, M. Inst. C.E.,
Superintending Engineer, Northern Division.

APPENDIX No. 1 to No. 3955, dated 25th August 1891, from the Superintending Engineer, Northern Division, to the Secretary to Government, Public Works Department.

Extract from a communication from the Dublin Correspondent of "The Times" (London, 27th January 1891).

"The means referred to above failed to provide railways for many districts which stood very much in need of the accommodation. In some schemes which were being promoted it was found that, where the district was willing to guarantee a dividend on the share capital or any part thereof, no portion of the loan capital could be obtained on the inadequate security of the probable net receipts; or *vice versâ*, if a loan could be obtained, the district would not guarantee the share capital. It was under these circumstances that the Government saw the necessity of further legislation, and passed the Tramways and Public Companies Act of 1883, which was based on the principle of enabling baronies, or part baronies, to guarantee the dividends on the entire capital required for the construction and equipment of a line, on the understanding that the Government, on the fulfilment of certain conditions, would recoup the baronies to the extent of 2 per cent. on the guaranteed Capital. But the dividend was in no case to exceed 5 per cent. per annum. The Act (46 and 47 Vic., c. 43) gave grand juries the power of presentment on the application of a promoting company, in granting which it imposed on the county, in case of default on the part of the promoters, the obligation of completing, working, and maintaining any undertaking so provided for, and therefore certain provisions were inserted giving the baronies a voice in the management. This guarantee may be given in perpetuity or for a fixed number of years. All these conditions must be confirmed by an order of the Lord Lieutenant in Council, which order has all the powers of an Act of Parliament.

"Under these arrangements, whenever in any half-year the receipts from the Railway are insufficient to provide for the working expenses or the dividends on the share capital, or any part thereof, the guaranteeing baronies, on the certificate of the arbitrators, are bound to make good the deficiency, and as soon as they have paid over the amount required to the Company they are entitled to claim from the Board of works, acting on behalf of the Treasury, 2 per cent. on the capital issued, or such lesser sum as may appear to be due.

"By means of this machinery, a large number of applications (about 120 in all) including some from English syndicates, were made during the year 1884-85, and capital to a very large extent could then have been obtained, but the troubles which developed towards the close of 1885, and which largely increased in 1886, completely put a stop to this enterprising spirit. Out of 120 applications, only 17 lines were authorized at that time, and of these only four or five were able to proceed with the works, and three of these not until substantial Government aid had been obtained. Twelve lines, covering 184 miles of railway, have, however, now been completed, at a cost of about £850,000, of which the sum £776,900 has been guaranteed by baronies. There are also four other lines under construction, having 92 miles of railway, at a cost of £410,000. Thus up to the present time 16 lines, with a total of 276miles in length, are made or are in course of being made under this Act, at a total cost of £1,260,000, of which £1,187,000 has been guaranteed, and for which the Treasury have made themselves responsible to the extent of 2 per cent. per annum, being equal to £23,740 out of the £40,000 a year (representing a capital sum of £2,000,000) they are authorized under the Act to guarantee. As regards the completed lines it is rather soon to offer any remarks on their comparative success. It is sufficient to say that four of them have proved their ability to pay their working expenses and to contribute in part to the payment of the guaranteed dividend; three others have not yet been able even to meet their working expenses; and, as regards the remaining five, the result has not yet been shown."

BOMBAY CHAMBER OF COMMERCE, 1*st December* 1891.

To the SECRETARY to GOVERNMENT, Public Works Department (Railway), Bombay.

SIR,—I have the honor, by direction, to acknowledge the receipt of Government Resolution No. 2229 of 19th October 1891, accompanied by a letter from Mr. T. D. Little, M.I.C.E., Superintending Engineer, Northern Division, embodying statements of traffic collected under his orders on five different routes in Northern Guzerat on which the desirability of constructing feeder lines of railway has been under consideration.

2. I am directed by the Committee to thank Government for placing the correspondence at the disposal of the Cham-

ber, and at the same time to acknowledge the obligation which the mercantile community and all interested in railway development are under to Mr. T. D. Little and his assistants for the energy and ability they have shown in obtaining and compiling so much valuable information in such a complete and practical form.

3. With the figures furnished by Mr. Little the Chamber does not propose to deal. His estimates of cost of construction and of the extent of goods and passenger traffic requisite to give an adequate return on the expenditure involved will no doubt be carefully analysed in the proper quarter, and it may or may not be demonstrated that the figures adduced respecting the fourth and fifth lines—the Broach-Jambusar and the Nariad-Kapadvanj—would justify their prosecution in the immediate future. But the statistics respecting Mr. Little's three first projects—

The Ahmedabad-Parantij,
„ Surat-Bardoli,
„ Ahmedabad-Dolka,

show such an ample margin in their favor that the Committee of the Chamber feel fully justified in respectfully urging upon His Excellency the Governor-in-Council the desirability of their construction being undertaken at the earliest possible moment.

4. My Committee are well aware that the Government of Bombay have already placed on record their desire and willingness to support the extension of feeder lines in connection with the trunk systems of railway in this Presidency, and, with the information now made available by Mr. Little, they feel assured that it is quite unnecessary to adduce additional arguments in favor of the special projects under discussion. But the lengthened experience which this Chamber has had in advocating railway development in India has shown that even schemes of admitted utility and urgency are liable to protracted delay before sanction can be obtained to their construction, and the Committee take the liberty, therefore, of drawing special attention to this fact in the hope that the feeder lines in Guzerat may prove an exception to what has hitherto been the rule, and signalise the initiation of a policy of vigour and encouragement in regard to railway construction in the future in

marked contrast to the record of the past. Such a policy has recently been most admirably depicted by the late Under-Secretary of State for India in addressing the Liverpool Chamber of Commerce, when he was reported to have said that :—

> "The Government of India admitted that there was "room for more railways, and they were very "desirous of seeing them constructed. They "would gladly see private enterprise applied for "the purpose, and their policy was to encourage "private enterprise by all legitimate means."
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> * * * * *
>
> "But whilst the Government were anxious to encourage "private enterprise and desired to have private "enterprise more extensively applied to the "construction of Indian Railways, their policy "had been, and would continue to be, the spend-"ing of as much money as financial prudence "would allow in the construction of railways by "the State."

5 The public utterances of responsible officials in connection with the Government of India for years past abound with similar expressions and assurances, and if the commercial community could only believe that there was a reasonable probability of their being given practical effect, the Committee of the Chamber would feel that the last word had been spoken on the question of railway extension in India. Unfortunately, however, actual experience—and my Committee make the statement with all respect—has given rise to the belief that such assurances convey little more than the mere personal hopes of the speakers for the time being, as an account of the efforts for the introduction of private enterprise in railway construction would be a continuous narrative of wearisome, and, in many cases, abortive negotiations and official discouragement; while the policy of "spending as much money as financial prudence would allow in the construction of railways by the State," has for the past five years amounted to little more than a fixed sum being spent yearly on frontier lines. During that interval, so far as the Bombay Presidency is concerned, any important line sanctioned has only been as the outcome

of years of agitation and negotiation, while as showing how private enterprise has been treated in connection with small projects the Barsi Line is a conspicuous example. The necessity of, and the probably remunerative character of a branch line from Barsi Road Station on the G. I. P. Railway to the town of Barsi, was demonstrated and admitted so far back as 1881, and after fruitless efforts to induce the Government of India either to provide the nine lakhs of rupees required for its construction or to permit the G. I. P. Company to construct it as a part of their system, a private company came forward in March 1887 and applied for sanction to undertake the project with their own funds, but although all Government requirements have been complied with the official sanction has not yet been accorded after nearly five years of correspondence and discussion.

6. Such an example speaks for itself and indicates more strikingly than any general arguments could the possibilities of delay which await all proposals for the extension of feeder railways. At the same time the Committee of the Chamber most earnestly hope, and, from the interest which His Excellency the Governor-in-Council has displayed, feel satisfied in believing that the three extensions now advocated will not meet a similar fate. It would certainly be difficult to conceive any railway project affording less reason for delay. From the information tabulated by their own officers, Government have an assurance that the lines would be profitable, there are no serious difficulties in construction to contend with, and the B. B. & C. I. Railway Company are prepared to undertake the working, after construction, on terms and conditions which have already met with the approval of Government. The delay, therefore, in sanctioning the construction, if there is any, can only arise in deciding from what source the funds to provide the capital outlay are to be obtained. Looking to the exceptionally promising character of the projects there can be little doubt that it would be in the interests of the country at large if they were constructed with public money, and should that course be decided upon, it is almost superfluous to point out that there never has been a time in the financial history of India when money could be obtained by Government for the development of railways on more favorable terms than the present. With four per cent. rupee paper at, or in the neighbourhood of, 7½ per cent. premium, and the rate of

discount in the markets of Calcutta and Bombay at 1½ to 2 per cent., a loan for railway construction would be taken up with avidity both here and in England, where a strong feeling in favor of a more vigorous policy in this respect has been steadily gaining ground of late. But if in the opinion of the Government of India the time has not yet arrived for advocating with the Secretary of State for India an expansion of the limit of expenditure on railways which was laid down as the result of the enquiry on East India Railway communication in 1884, and there is likely to be any difficulty or delay in allocating funds from Provincial Revenues for the purpose, the Committee of the Chamber would respectfully submit that the obvious advantages to be derived from the immediate prosecution of the undertakings should induce His Excellency the Governor-in-Council to support their construction being entrusted to private enterprise which, my Committee understand, has already been tendered on approved terms.—I have, &c.,

L. R. W. FORREST, Chairman.
JOHN MARSHALL, Secretary.

APPENDIX T.

OVER-BRIDGES ON THE LINES OF RAILWAY LEADING INTO BOMBAY.

No. 1265 OF 1890.

PUBLIC WORKS DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 23*rd May* 1890.

Read Government Resolution No. 449 dated 21st February 1890.

From the Chairman of Committee on Over-bridges dated 18th March 1890.

Submits the report of the Committee appointed under Bombay Government Resolution No. 449 dated 21st February 1890, to deal with the question of provision of Over-bridges over the lines of Railway leading into Bombay.

RESOLUTION.—The report is accepted, and His Excellency the Governor in Council has to thank the Chairman and Members of the Committee for their labour in its preparation.

2. The Collector of Land Revenue, Customs and Opium, Bombay, should be directed to prepare, after consultation with the Municipal Commissioner and the Executive Engineer, Presidency, the necessary plans of the land to be acquired or reserved for the several bridges recommended by the Committee, the width provided for bridges in each case being stated, and the Agents of the Bombay, Baroda and Central India and Great Indian Peninsula Railway Companies should be requested to submit estimates for the construction of the following bridges :—

(*a.*)—At the Marine Lines, Bombay Baroda and Central India Railway.

(*b.*)—At Arthur Road and Clerk Road, Great Indian Peninsula Railway.

(*c.*)—At Carroll Road, Bombay Baroda and Central India Railway.

3. The Agent, Bombay Baroda and Central India Railway Company, should also be requested to submit comparative estimates for foot overbridges and subways at the following sites :—

(*a.*)—Near the Hindu Burning Ghat.

(*b.*)—North of the Marine Lines Station.

(*c.*)—South of Churney Road Level Crossing.

The Agent, Great Indian Peninsula Railway Company, should likewise be asked to favor Government with the same information for a bridge or subway between Parel Road and Chinchpokli Station.

H. O. SELBY,
Under-Secretary to Government.

To

The Public Works Department, Secretariat.
(With copy of the report.)
The Chairman, Committee on Overbridges.
The Honorable Mr. T. D. Little.
Lieut.-Colonel F. Firebrace, R.E.
Mr. E. C. K. Ollivant, C.S., C.I.E.
Mr. T. Blaney.
Mr. R. C. Dyson, C. E.
The Consulting Engineer for Railways.
The Municipal Commissioner for the City of Bombay.
The Collector of Land Revenue, Customs and Opium.
The Executive Engineer, Presidency.
The Agent, Great Indian Peninsula Railway Company.
The Agent, Bombay, Baroda and Central India Railway Company.

} With copy of the report.

Report of the Committee appointed under Bombay Government Resolution No. 449 of 1890 to deal with the question of the provision of Overbridges over the lines of Railway leading into Bombay.

The Committee have examined the sites of the proposed overbridges and have carefully discussed at various meetings the individual merits of the several schemes.

Before taking up the question of the individual bridges the Committee consider they should state their opinion that no overbridge should be constructed with approaches having a steeper gradient than 1 in 40 or with a roadway less than 40 feet wide including footpaths; also that where foot-crossings have to be provided, they consider that subways, where feasible, are preferable to overbridges.

Of the bridges whose sites are discussed in detail below, the Committee consider that the following are immediately required:—

Marine Lines, B. B. & C. I. Railway;
Arthur Road and Clerk Road, G. I. P. Railway;
Carroll Road, B. B. & C. I. Railway and G. I. P. Railway;

and that though the construction of the others may be deferred for the present, yet in all cases specially reported upon, the necessary land for their construction should be reserved at once.

Church Gate Street Level Crossing, B. B. & C. I. Railway.—In the opinion of the Committee it is not necessary to make a reservation of land for an overbridge at this place, but they consider that either a subway or a light iron foot overbridge may be required.

Crossing south of Marine Lines to serve new road proposed by the Extension Committee.—The Committee are of opinion that an overbridge is required, and as regards the proposed road recommend adherence to the line proposed by the Extension Committee, which

makes the road run immediately to the north of the Scotch Burial Ground, even though by taking this line the amount of compensation will be undoubtedly high.

Present foot-crossings with wicket gates, B. B. & C. I. Railway.

(*a*) Near Hindu Burning Ghat.
(*b*) North of Marine Lines Station.
(*c*) South of Charni Road Level Crossing.

The Committee are of opinion that either a footbridge or a subway is immediately required at each of these crossings and would prefer the subways if they are practicable. The present wickets to be closed as soon as the overbridges or subways are constructed.

Charni Road Level Crossing.—On the understanding that the proposed overbridge south of Marine Lines mentioned above is constructed, the Committee are of opinion that the crossing should be left as at present and that no footbridge is required.

Kennedy Bridge.—In the opinion of the Committee the level-crossings should be closed as soon as possible. It has been pointed out that the interference with traffic across the level-crossing will before long increase, which may render it less popular than it seems to be at present. Be this as it may it will, in the opinion of the Committee, be necessary to provide, when the crossing is closed, new roads leading conveniently into Girgaum Back Road. This, the Committee think, may be left to be hereafter settled by the Corporation with the Government and the B. B. & C. I. Railway.

Arthur Road, B. B. & C. I. Railway.—The Committee are of opinion that the present diagonal crossing should be closed and an overbridge constructed south of that crossing and opposite the junction of the Arthur Road and the new road being constructed to the west of the line; this road would be continued over the bridge and join the continuation of Gilder Street, which again could be continued northwards, running more or less parallel to the line, until it joined into the Arthur Road some distance north of the present level-crossing.

This bridge would also serve the new east and west road through the old race-course to the new Byculla Station, which it is proposed to construct shortly.

Clerk Road and Haines Road, B. B. & C. I. Railway.—In the opinion of the Committee one overbridge to serve both these roads should suffice, and they consider that land for this purpose might be reserved at once.

The actual site, however, can only be fixed when detailed surveys have been made.

Fergusson Road.—The Committee are of opinion that any scheme for an overbridge over the B. B. & C. I. Railway at Fergusson Road must be considered in connection with a bridge over the G. I. P. Railway at or near the Currey Road.

They consider that the bridge should be made as nearly as possible in continuation of the Fergusson Road, but as far south of the present level-crossing as the existing Parel Station will allow, and should be carried right across both Railways into the Parel Road, and that land for this purpose should be reserved as soon as possible.

They consider that the exact position of the bridge and the details of the approaches from the Fergusson and DeLisle Roads on the one side and from the Currey and Parel Roads on the other can only be settled when a complete and detailed survey of the locality has been obtained. A line can apparently be obtained without involving the acquisition of much of the land now in the occupation of the G. I. P. Railway as their store-yard.

Carroll Road, B. B. & C. I. and G. I. P. Railways.—It is the opinion of the Committee that an overbridge should be placed slightly to the north of Elphinstone Road Station, crossing both lines, and its eastern approach carried on so as to join the junction of the Dadar and Bhoeyada and Tansa pipe roads.

Dadar Station.—The Committee are of opinion that land should be reserved for an overbridge to cross both Railways slightly to the north of Dadar Station ; it should be placed so as to clear the Government Distillery on the west of the Railways and to make use of land already reserved for cross roads by the Municipality on the east. The approach road on the east should be carried straight on so as to join into the new Tan-a pipe road, and there should also on that side be a road parallel to and not far from the Railway. This latter road will necessitate the proposed new Police quarters being transferred to another site, or slightly shifted so as to fall in with the alignment of the new road.

Arthur Road and Clerk Road, G. I. P. Railway.—The Committee are of opinion that a new road should be made starting from the Arthur Road about midway between Jacob's Circle and the junction of the DeLisle Road crossing the Railway by an overbridge somewhere midway between the present Arthur Road and Clerk Road level-crossings and running on to the junction of the Parel and Chinchpokli Roads, in which case they consider that both the abovementioned level-crossings can be closed. They are of opinion that land for this road and overbridge should be reserved at once.

Foot-bridge between Parel Road Bridge and Chinchpokli Station.—The Committee are of opinion that a suitable foot-bridge is required across the open drain which is at present extensively used by foot-passengers for crossing the line.

Frere Road.—The Committee are of opinion that an overbridge is necessary, and consider that land ought to be reserved for it at once. In connection with this they consider that communications leading northwards should be simultaneously widened and improved, and that at any rate the necessary reservations of land for such improvements should be made.

Plans.—Sketch plans showing the alignment to the several overbridges with their approaches as nearly as possible in keeping with the recommendations of the Committee are attached.

F. FORBES ADAM, Chairman.
G. A. BARNETT.
F. FIREBRACE
E. C. K. OLLIVANT.
W. S. S. BISSET.
T. D. LITTLE.
THOMAS BLANEY.

BOMBAY CHAMBER OF COMMERCE, 17*th March* 1891.

The SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to solicit the attention of Government to the urgent necessity which exists for the immediate construction of overbridges at the more important level-crossings of the two railway lines leading into Bombay.

2. The Committee appointed to consider the future extension of Bombay reported in October 1887 that they considered that the following overbridges were urgently and immediately required :—

(1.) Over level-crossing at Chaupatti (should Marine Lines suggestion not be adopted by Government).
(2.) Over Falkland Road.
(3.) Over both lines of Railway at Dadur ; and, in their opinion, that the following would be wanted in a few years :—
(1.) Over level-crossing at Clerk Road,
(2.) „ „ „ Arthur Road,
(3.) „ „ „ Elphinstone Road,
(4.) „ „ „ Haines Road,
(5.) „ „ „ DeLisle Road,
(6.) „ „ „ Church Gate Street,

while the report of the Committee appointed in 1890 to deal with this question, and accepted by Government in Resolution No. 1265 of 23rd May 1890, recommended overbridges at the following points as immediately required, viz. :—

At Marine Lines, B. B. and C. I. Railway,
„ Arthur Road and Clerk Road, G. I. P. Railway,
„ Carroll Road, B. B. and C. I. Railway,

and the Agents of the two Railways were requested to submit estimates for their construction.

3. So far as the Committee of the Chamber are aware, no active steps have been taken in furtherance of either of these representations, although the rapid extension of population in the northern part of the Island, coupled with the building of new mills, has enormously increased the traffic at all the points mentioned.

4. The danger to life of the present level crossings has been painfully emphasised by the recent fatal accidents at

Clerk Road and Fergusson Road, and the members of the Chamber can speak authoritatively as to the excessive obstruction which they are to trade.

5. The Committee of the Chamber would therefore respectfully urge, alike in the interests of the mercantile and general community of the city, that Government may be moved to take the requisite steps to ensure the immediate construction of the overbridges shown to be urgently wanted.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1040 OF 1891.

PUBLIC WORKS DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 2*nd May* 1891.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 17th March 1891, I am directed to state that the recommendations of the Special Committees appointed to consider the question of overbridges across the railways within the precincts of Bombay have not been lost sight of, and the details of the most important of them are now being worked out.

The Chamber will be aware that the imposition of a bridge involves many important local considerations and they must be got over before any orders for construction can be issued.—I have, &c.,

H. O. SELBY,
Under-Secretary to Government.

No. 1381 OF 1891.

PUBLIC WORKS DEPARTMENT, RAILWAY,
BOMBAY CASTLE, 16*th June* 1891.

Read again—

Bombay Government Resolution No. 1265 dated 23rd May 1890.

Bombay Government Resolution No. 1040 dated 2nd May 1891.

Letter from the Collector of Land Revenue, Customs, and Opium, No. L. R.—605 dated 19th March 1891, and enclosures:—

"With reference to Government Resolution No. 1265 dated the 23rd May 1890, I have the honor to submit, for the orders of Government, the papers and tracings, noted in the margin, containing certain fresh proposals from the Municipal Commissioner and the Executive Engineer, Presidency, for the lines of the proposed overbridge roads. I see no objection to these proposals, and think if no previous opinion stood in the way, they might with advantage be adopted. At the same time it is to be noticed that, particularly in the case of the Marine Lines overbridge, these suggestions deviate from the recommendations of both of the Extension and of the Overbridge Committees. The Overbridge Committee's opinion was as follows:—'An overbridge is required. As

Collector's letter No. L.R.—2420 dated the 13th December 1890.

Executive Engineer Presidency's letter No. 180 dated the 10th January 1891.

Municipal Commissioner's letter No. 27164 dated the 4th March 1891.

3 tracings.

'regards the proposed road the Committee recommend adherence to 'the line proposed by the Extension Committee, which makes the 'road run immediately to the north of the Scotch Burial Ground, 'even though by taking this line the amount of compensation will be 'undoubtedly high.' It would naturally occur to any one studying the question that, if the road was diverted to the south, the cost of acquiring the land would be materially diminished. Still in the face of the Committee's distinct opinion to the contrary it did not seem advisable to suggest alterations in the line of road. According to the Municipal Commissioner the road, lined in blue by Mr. Murzban, is the line proposed by the Overbridge Committee. The above quotation from the Overbridge Committee's report shows that Mr. Acworth is under some misapprehension. The Overbridge and Extension Committee's wish was that the road should run immediately to the north of the Scotch Burial Ground, whereas the blue lines, now suggested by the Executive Engineer, include a strip of the burying ground. Apart from the opinion recorded by the Committee, Mr. Murzban's revised line seems to me to be better than his original line, as, besides being cheaper, it secures easier curves at the western approach.

"2. As estimates for the construction of the overbridges have been required from the Agents of the Great Indian Peninsula and Bombay, Baroda and Central India Railways, I would suggest that these papers be forwarded to the Agents of both Companies that they may see what land is intended to be reserved for the overbridges, and whether the land proposed will suit the designs they are preparing. Unless the proposals are communicated to the Agents, it seems to me unadvissable to take final steps for acquiring the land.

"3. I beg respectfully to enquire whether the actual sites have been fixed for the proposed overbridges for the Bombay, Baroda and Central India Railway, one at the Clerk Road and the Haines Road, and the other at the Fergusson Road, as until the sites are fixed, it is not possible to carry out the orders of Government for reserving the land."

Letter from the Collector of Land Revenue, Customs and Opium, Bombay, to the Executive Engineer, Presidency and the Municipal Commissioner, Bombay, No. L. R.—2420 dated 13th December 1890 :—

"With reference to Government Resolution No. 1265 dated the 23rd May 1890, Public Works Department, Railway, I have the honor to forward the accompanying three tracings which have been prepared in my office in accordance with the recommendations of the Committee on overbridges, and to request that you will be so good as to let me know if you have to suggest any additions to, or alterations in, the areas to be reserved for the overbridges to suit the designs which are to be prepared by the Railway Companies.

"2. The Executive Engineer will kindly forward this letter with his observations to the Municipal Commissioner."

Letter from the Executive Engineer, Presidency, to the Collector of Land Revenue, Customs, and Opium, Bombay, No. 180 dated 10 h January 1891 :—

"In acknowledging the receipt of your letter No. L. R.—2420 dated the 13 h ultimo, I have the honor to return the three tracings of the proposed roads.

"2. On tracing No. 1, I have shown the correct line of the proposed road by the side of the land lately required for the new Jail.

"3. I have no remarks to offer with regard to the road from Arthur Road to Clerk Road.

"4. I have shown in blue on tracing No. 2 the line which, I think, might be adopted for the proposed new road from the Esplanade Road to the Queen's Road. By the adoption of the line I suggest, several private properties would be saved, and a new line of houses could be constructed on the north side after leaving a small passage for the existing buildings. The line passes through Government land and over a foot-path in the Scotch Burial Ground. The buildings on Government lands are not very costly, and could, I think, be easily removed. The curve in your plan beyond the Railway line is too sharp, and might, I think, be improved in the manner shown by me."

Letter from the Municipal Commissioner, Bombay, to the Collector of Land Revenue, Customs and Opium, Bombay, No. 27164 dated 4th March 1891 :—

"With reference to your letter No. L. R.—2420 dated the 13th December last, I have the honor to report that, in reserving land for the overbridges, it must be borne in mind that the approaches should not have a gradient steeper than 1 in 40.

"In the case of the Chinchpokli Overbridge, the road passes through the compound of the Municipal Small-pox Hospital on Arthur Road. The western approach runs across the DeLisle Road and blocks it up. To keep this road open, a girder bridge with a clear head-way of 16 feet should be constructed under the approach, and in order to avoid the Hospital and obviate the necessity of destroying any of its out-buildings, I should prefer to have the road deflected southwards from the point of bifurcation as shown in pencil on the plan. To keep the Queen's Road open, the bridge should be carried over it on girders. The line marked in blue by Mr. Murzban for the proposed overbridge on Queen's Road is the line which was, I am informed, approved by the Committee appointed to report on the question of overbridges, and it is in my opinion preferable to the line shown in green colour."

RESOLUTION.—With regard to these overbridges, His Excellency the Governor in Council is pleased to issue the following preliminary orders. The lines of the roads crossing the railways are accepted tentatively, as shown in the three plans attached, and which are in general accordance with the recommendations of the Overbridges Committee, but it may be found in working out the details of the eastern connection of the Marine Lines Overbridge with the Espla-

nade and Cruickshank Roads, that slight deviation is necessary; but the land occupied by the Scotch Burial Ground should not be encroached upon, if it can be possibly avoided.

2. *Marine Lines Overbridge.*—The Agent, Bombay Baroda and Central India Railway Company, should be instructed to prepare plans and estimates for this bridge and its approaches; and he should inform the Municipal Commissioner of the exact points where the approach roads on either side work out. These points should be clearly indicated on the plans when sent in. The estimates should be so prepared as to show the cost of the girder bridge over the Queen's Road separately. The Municipal Commissioner will be good enough to inform the Agent, Bombay, Baroda and Central India Railway Company, what width of opening is required for this bridge.

3. The Municipal Commissioner should be asked to prepare plans and estimates for a road along the Kennedy Sea Face to connect with the present road at the Chaupati level-crossing; and for the eastern continuation passing the Scotch Burial Ground and the Marine Lines to the Esplanade Road; and to submit them to the Corporation for consideration.

4. *Overbridge at Arthur and Clerk Roads.*—The Agent, Great Indian Peninsula Railway Company, should be requested to submit plans and estimates for this overbridge and its approach roads, and he should inform the Municipal Commissioner of the exact positions where the slopes of the approach roads end. These points should also be shown on the plans when submitted. The cost of the bridge over the DeLisle Road and of the necessary road to connect with that road should be shown separately.

5. The Municipal Commissioner should be asked to estimate the cost of those parts of the connecting roads beyond the foot of the slopes of the approach roads.

6. *Overbridge at Carroll Road.*—This project will cross both the Great Indian Peninsula and Bombay, Baroda and Central India Railways and the intermediate portion must be continued on the same level as over the bridges; the two Companies should, therefore, fix on some convenient intermediate point, east and west of which the respective Companies will prepare the necessary plans and estimates and will carry out the work when sanctioned. The Municipal Commissioner should be informed of the exact points where the slopes of the approach roads end, and these points should be clearly indicated on the plans.

7. The Municipal Commissioner should be asked to prepare estimates for the remaining portions of the connecting roads and also of that portion of the proposed road to the west of the Railways which will form a connection with the present Elphinstone Road.

8. The Marine Lines Overbridge and the connecting roads should be 60 feet wide, but the other two bridges need only be 50 feet wide; and all should have approach road with gradients of 1 in 40. The widths laid down for the bridges are intended to include foot-paths.

9. When these estimates are received Government will be in a position to consider the question of how these projects are to be carried out, and how far the cost of the same should be defrayed by Government, by the Railway Companies, and by the Municipality.

H. W. WARDEN, Under-Secretary to Government.

To

The Public Works Department, Secretariat.
The Consulting Engineer for Railways.
The Collector of Land Revenue, Customs and Opium, Bombay. (With three plans.)
The President of the Corporation.
The Municipal Commissioner for the City of Bombay. (With three plans.)
The Agent, Great Indian Peninsula Railway Company. (With two plans.)
The Agent, Bombay, Baroda and Central India Railway Company. (With two plans.)
The Secretary, Chamber of Commerce, Bombay.

BOMBAY CHAMBER OF COMMERCE, 6*th July* 1891.

The SECRETARY to GOVERNMENT, Public Works Department (Railway), Bombay.

SIR,—I am directed by the Committee of the Chamber to acknowledge, with thanks, the receipt of a copy of Government Resolution No. 1381 of 1891, dated 16th ultimo, with reference to overbridges contemplated at various points on the two lines of railway leading into Bombay.

2. The Committee of the Chamber are pleased to see that the question is not being lost sight of, but beg respectfully to say that the progress made seems exceedingly slow and scarcely commensurate with the importance of the work. They further observe that in the papers received no allusion is made to an overbridge at Frere Road for which they consider great necessity exists. The traffic at the point where the G. I. P. Railway intersects the Frere Road is enormous, and is bound to increase with the trade of the port. Day after day during the busy season Frere Road is closed for traffic at frequent intervals for from twenty to thirty minutes at a time, and the block of labor carts and other conveyances becomes enormous. The Committee of the Chamber will therefore be glad to learn that an overbridge at the point indicated also forms a portion of the general scheme of overbridges in Bombay, and that it is likely to have the early attention of Government.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd September* 1891.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Chamber to wait upon you with an extract from a letter which they recently addressed to the Government of Bombay on the subject of overbridges on the two lines of railway leading into Bombay, and more especially with regard to an overbridge at Frere Road for the purpose of relieving the enormous congestion of traffic which so frequently takes place at that point.

2. The Committee of the Chamber are informed that a large share of responsibility in regard to delay in erecting the Frere Road bridge rests with the attitude which the Port Trust has taken up on the subject, and they would therefore respectfully solicit the attention of the Trust to the matter. It is unnecessary to recapitulate the arguments in favor of an overbridge at the place in question, but the Committee desire me to point out that the obstruction caused by the existing level-crossing is bound to increase year by year with the enlarging trade of the port, and the work is accordingly one which should be taken in hand with the least possible delay.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1931 OF 1891.

PUBLIC WORKS DEPARTMENT, RAILWAY,
BOMBAY CASTLE, *8th September* 1891.

Read again Government Resolution No. 1381 of 16th June 1891.
Letter from the Secretary to the Chamber of Commerce, dated 6th July 1891.

RESOLUTION.—Under the original arrangement for the construction of the Frere Road overbridge, it was contemplated that the Great Indian Peninsula Railway Company should bear the cost of the construction of the bridge within the limits of their land, that the Port Trustees should pay for the southern approach, and that the Municipal Corporation of Bombay should pay for the northern approach. In the course of the discussions that arose on this project, the Port Trustees desired to stipulate that the Municipality should also construct a wide road through Mazagon in continuation of the northern approach, but the Municipality were unwilling to agree to that stipulation, and in consequence the project is now in abeyance.

2. The goods traffic on the Great Indian Peninsula Railway to the Depôt at Wari Bándar is increasing every year, and there is now at times great difficulty and delay in passing the Frere Road traffic over the level-crossing. His Excellency the Governor in Council agrees with the Chamber of Commerce in thinking that an overbridge at

this place is urgently required, and he trusts that the parties to the original arrangement for the construction of this bridge will again consider the question and come to an agreement by which the work will be carried out at an early date.

3. The sanction of the Board of Directors, Great Indian Peninsula Railway Company, still holds good, but the Agent of the Company should be asked to revise the plans and estimates, so that the present cost of the project can be seen. A bridge 40 feet wide appears sufficient, and the approaches need not be flatter than 1 in 40, and may be as steep as 1 in 32 on the south side as originally suggested by the Port Trustees. In revising the estimates of the approaches, the Chief Engineer, Great Indian Peninsula Railway Company, should freely consult the Engineers of the Port Trust and the Municipality; and those bodies should be asked to instruct their officers to give every assistance towards the furtherance of the project, so that the estimate of its cost may be as accurate as possible.

4. The Collector of Land Revenue, Customs and Opium, Bombay, should also be instructed to prepare the necessary plans of the land to be acquired. Any Government land necessary will be given free of cost, and the Governor in Council trusts that the Port Trustees will also renew their former offer of land free of cost.

H. W. WARDEN, Under-Secretary to Government.

To

The Public Works Department, Secretariat.
The President, Chamber of Commerce.
The Consulting Engineer for Railways.
The Collector of Land Revenue, Customs and Opium, Bombay.
The Chairman, Bombay Port Trust.
The President of the Municipal Corporation of the City of Bombay.
The Municipal Commissioner for the City of Bombay.
The Agent, Great Indian Peninsula Railway Company.
The Executive Engineer, Presidency.

BOMBAY CHAMBER OF COMMERCE, *23rd September* 1891.

The SECRETARY to GOVERNMENT, Public Works Department (Railway), Bombay.

SIR,—I have the honor to acknowledge the receipt of Government Resolution No. 1931, of 8th instant, on the subject of the constuction of an overbridge across the G. I. P. Railway at Frere Road.

2. In expressing the thanks of the Committee of the Chamber for the courteous promptitude with which Government have taken up the question, I am directed to say that they are doubtful whether a bridge of 40 feet wide —presumably without foot-paths—will prove sufficient to accommodate the very heavy traffic at the Frere Road crossing.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *23rd September* 1891.

The MUNICIPAL COMMISSIONER, Bombay.

SIR,—The Committee of the Chamber having recently addressed Government urging the importance of pushing on the construction of overbridges at various points over the lines of railway leading into Bombay, and more especially that in place of the level-crossing of the G. I. P. Railway at Frere Road, have been favored with a copy of a Government Resolution on the subject, No. 1931 of the 8th instant.

2. From the information therein set forth it would appear that the project has been for some time in abeyance owing to a disagreement between the Municipality and the Port Trust as to the respective shares of expenditure which these two public bodies should incur in connection with the approaches.

3. I have, by direction of my Committee, addressed the Port Trustees with a view to getting the matter discussed afresh at an early date, and I am now directed to express the hope that you will bring the subject before the Corporation at the earliest possible moment.

4. The enormous obstruction to traffic caused by the existing level-crossing is and must go on increasing with the development of the trade of the Port, and it is a matter of the gravest concern to both the mercantile community and the general public that steps should be taken for its removal without delay.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 14802 OF 1891.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, *25th September* 1891.

From Surgeon Major T. S. WEIR, Acting Municipal Commissioner for the City of Bombay, to JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

SIR,—In answer to your letter dated 23rd instant, I have the honor to say that the Government Resolution referred to has been communicated by Government to the President of the Municipal Corporation, and that the subject will be considered by that body at the meeting to be held on the 8th proximo.—I have, &c.,

T. S. WEIR,
Acting Municipal Commissioner for the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, 23*rd September* 1891.

G. A. BARNETT, Esq., C.I.E., Agent of the G. I. P. Railway Company, Bombay.

DEAR SIR,—The Committee of the Chamber having recently addressed the Government of Bombay respecting the overbridges to be erected on the lines of railway leading into Bombay, and more especially with regard to the overbridge proposed over your line at Frere Road, have been favored with a copy of a Government Resolution on the subject, No. 1931 of 8th September 1891.

2. From this it would appear that the project is at present in abeyance owing to a claim raised by the Port Trustees, but rejected by the Municipality that the latter should construct a wide road through Mazagon in continuation of the northern approach.

3. The Committee of the Chamber are addressing these two bodies with a view to having the subject brought up for discussion again at an early date, but it is also apparent from the Resolution that no definite decision is likely to be arrived at until your revised plans and estimates of the present cost of the project are available. I am accordingly directed to address you and express the hope that these may be made available without delay, as the early removal of the great and ever-increasing obstruction to trade caused by the existing level-crossing is a matter of concern to the entire trading community.—I am, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{\text{O. 6}}{10974}$

BOMBAY, 28*th September* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired to acknowledge receipt of your letter to the Agent, dated 23rd instant, regarding the preparation of plans and estimates for the proposed Frere Road overbridge, and to state the matter is having attention.

Our Engineering Department is just now very much pressed, but the work will be done as soon as possible.—Yours, &c.,

H. I. P. THOMSON, Secretary.

No. 2178 OF 1891.

PUBLIC WORKS DEPARTMENT, RAILWAY,
BOMBAY CASTLE, *9th October* 1891.

Read again Government Resolution No. 1931, dated 8th September 1891.

Letter from the Secretary to the Chamber of Commerce, Bombay, dated 23rd September 1891 :—

"I have the honor to acknowledge the receipt of Government Resolution No. 1931, of 8th instant, on the subject of the construction of an overbridge across the Great Indian Peninsula Railway at Frere Road.

"In expressing the thanks of the Committee of the Chamber for the courteous promptitude with which Government have taken up the question, I am directed to say that they are doubtful whether a bridge of 40 feet wide—presumably without foot-paths—will prove sufficient to accommodate the very heavy traffic at the Frere Road Crossing."

RESOLUTION.—To be circulated for information in continuation of Government Resolution No. 1931, dated 8th September 1891.

H. W. WARDEN,
Under-Secretary to Government.

To

The Public Works Department, Secretariat.
The President, Chamber of Commerce.
The Consulting Engineer for Railways.
The Collector of Land Revenue, Customs and Opium, Bombay.
The Chairman, Bombay Port Trust.
The President, Municipal Corporation for the City of Bombay.
The Muncipal Commissioner for the City of Bombay.
The Agent, Great Indian Peninsula Railway Company.
The Executive Engineer, Presidency.

APPENDIX U.

DELAY AND IRREGULARITY IN THE POSTAL DELIVERIES IN BOMBAY.

BOMBAY CHAMBER OF COMMERCE, 10*th March* 1891.

The POSTMASTER GENERAL, Bombay.

SIR,—I am directed by the Committee of the Chamber to address you respecting the delays and irregularities which occur in the delivery of local letters. Numerous complaints having been preferred from time to time regarding this matter, the Committee of the Chamber decided to ascertain by practical test whether they were well-founded, and they accordingly directed a number of letters to be posted at various town post-offices with a view of ascertaining the actual time occupied in delivery. The first experiment was made on the 11th February, when a series of letters were posted to various addresses, at noon in the General Post Office, at 12-2 p.m. at Tardeo, at 12-30 p.m. at Malabar Hill, at 8 a.m. at Parel, at 8-23 a.m. at Prince's Dock, at 9-30 a.m. at Mazagon, and at 11-30 a.m. at Colaba. As the result of these postings, a detailed statement of which with the respective covers is enclosed, it will be perceived that the letters posted at the General Post Office to Malabar Hill, &c., were delivered, generally speaking, between five and six hours after posting, with the one exception of a cover addressed to Byculla, which occupied 21 hours and 45 minutes. The letters posted at Malabar Hill were nearly all delivered shortly under five hours, except one for Parel, which occupied 20 hours and 10 minutes. But those posted at Tardeo varied in time of delivery from 20½ up to 24½ hours.

2. On the second occasion, which was on the 2nd March, the letters were posted as before at the General Post Office at noon, at Malabar Hill at 12-10 p.m., at Tardeo at 12-40 p.m., and at other post-offices generally between 8 and 9-30 p.m. On this occasion, the bulk of the letters through the General Post Office were delivered in between

5 and 6 hours ; but one addressed to Victoria Bunder, Colaba, occupied 22 hours and 10 minutes. Those posted at Malabar Hill were delivered most irregularly, one in 2¼ hours to Cumballa Hill, while one addressed to Parel occupied 20 hours and 10 minutes, and another to Victoria Bunder, Colaba, 22 hours. Of the covers posted at Tardeo, one to Victoria Bunder, Colaba, occupied 21½ hours, while another to Parel was 27 hours and 50 minutes in transmission.

3. Such delay and irregularity, my Committee are of opinion, calls for serious enquiry into the entire system and arrangements for the delivery of local letters. If, as they understand, there are three deliveries in the day, it could not be possible for such extraordinary differences in time to be taken in transmission, and the Committee of the Chamber accordingly trust that the matter will receive the favor of your early attention. There can be no doubt that with a better and more effective system of local delivery there would be an enormous increase in the number of local letters entrusted to the Post Office. At present business people have so little confidence that their letters will reach their destination in a reasonable period, that they maintain an expensive system of hand delivery rather than resort to the Post Office. But if as in London and large towns in England, dependence could be placed on letters through the Post Office being promptly and certainly delivered, there can be little doubt that the present cumbersome system of deliveries by private messengers would be largely superseded by the Post Office.

4. I am further directed by the Committee of the Chamber to represent to you the inconvenience which merchants and bankers suffer from the delay in the delivery of registered letters by the Europe mails. These generally contain valuable documents or remittances, and in the case of the latter a few hours' delay may entail the loss of a day's interest, not to speak of more serious consequences. On the arrival of the last mail, for instance, on the 2nd instant, the ordinary letters were delivered about 9 a.m., but registered packets did not reach the addressees until about 3 o'clock in the afternoon. As it so happened, these registered letters by last mail brought considerable sums in Government paper, which were required for the monthly settlements maturing on the day the mail arrived, and in

many instances much inconvenience resulted from the six hours' delay which occurred between the receipt of ordinary correspondence and the registered packets.

5. My Committee beg to express the hope that this matter will also meet with your attention, and that some means may be devised by which registered packets, if not delivered immediately with other letters, should be issued with a very short interval of delay.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY POSTMASTER GENERAL'S OFFICE, 11*th March* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter of the 10th instant, and to say that the matter referred to in it will receive attention, and that a further communication will be sent to you in due course.—I have, &c.,

W. P. SYMONDS, Postmaster General.

BOMBAY POSTMASTER GENERAL'S OFFICE, 30*th March* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of this office formal acknowledgment, No. 18333, dated the 11th March, 1891, I have now the honour to reply to the representation of the Chamber regarding the defects in the local delivery system of Bombay.

2. The Presidency Postmaster has made enquiries and has explained the cause of the delay, real or apparent, to each of the test letters, but I believe that what the Chamber require is not so much an explanation of the delay in particular cases as that some steps should be taken to ensure that letters posted in one Post Office in Bombay should be delivered from another within a reasonable interval. It is therefore only necessary to say that according to the existing system, the officials of the Post Office have been found to be at fault in only 7 out of the 45 cases referred by the Chamber. The man whose duty it was to clear the Tardeo letter-box failed to do so in time for the mail-cart, and thus four letters missed one delivery (Nos. 14, 15, 16, 17, in the list). Three others were delayed until the morning by a postman at Colaba (Nos. 30, 38, and 44 in the list), who assumed that the office to which they were addressed would be closed in the evening. Suitable notice has been taken of these instances of neglect of duty, but I am afraid that notwithstanding all precautions such cases will always be liable to occur.

3. Five of the letters missed two deliveries (No. 4 addressed to Byculla instead of Mazagon, and Nos. 13, 19, 35, and 41 addressed to Parel instead of Dadur) owing to their having been addressed to the

wrong Post-Office, but in the greater number of cases a delivery was missed owing to the letters having been posted at the wrong time. The time fixed for the second delivery is 12-30, and to be in time for this the mail-carts have to leave the General Post Office at 11-15 a.m. It is obvious, therefore, that letters posted at noon or thereabouts could not be delivered before the evening delivery, and I see that no less than 38 out of your 45 letters were posted about that time.

4. From the fact, however, that the letters were so posted it appears that 11 a.m. is an inconveniently early hour for the letters of business men to be posted, so that they may be in time for the second delivery and arrangements are now being taken in hand for fixing a later hour, which will be duly notified.

5. Your remarks about the inadequacy of the local service to meet public requirements are also receiving attention, and steps will be taken both to increase the number of deliveries and to improve the accuracy of the service. The hours of posting and delivery will be notified in due course. Some delay must, however, occur, because these measures will entail a considerable increase in the delivery staff, for which it will be necessary to procure sanction, and notwithstanding the opinion expressed in para. 3 of your letter, I am afraid there is little chance of the additional expenditure being met by a corresponding increase in postal business. Notes will continue to be sent by hand, and messages by telephone, and the number of letters posted for local delivery will, I am afraid, remain inconsiderable.

6. With reference to the second complaint of the Chamber, that relating to the delivery of registered letters received by the English mail, I have the honour to point out that the delay complained of is no new thing. The English mail letters are delivered within a very short time of the arrival of the steamer, and if they were kept back until the registered letters were ready, considerable delay would be caused, which the public would not endure. Every registered letter has to be examined and a receipt prepared. An attempt was made to get this work done on boardship, but it was found impracticable. The registered letters are, therefore, as formerly, issued by the next delivery. It may happen, however, that this next delivery is too late for business purposes, and this inconvenience has been already recognised. Steps will shortly be taken to issue the registered letters by a special delivery very soon after the delivery of the ordinary letters, and I trust that all cause for complaint on this head will then be removed.

In conclusion, I have to express my thanks to the Chamber of Commerce for taking the trouble to have the local delivery system tested and for sending me suggestions on which I am able to take action. It is always a matter of difficulty in this Department to ascertain what the requirements of the public really are, and the Chamber may rest assured that any assistance which they can give in bringing to light the shortcomings of the service will be gratefully acknowledged, even though it may not be always possible, on account of financial considerations, to give full effect to their recommendation.—I have, &c.,

W. P. SYMONDS, Postmaster General.

BOMBAY CHAMBER OF COMMERCE, 18*th April* 1891.

To the POSTMASTER GENERAL, Bombay.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your No. 19366 of the 30th ultimo, and in so doing to express their thanks for the courteous manner in which you have entertained their suggestions, and the satisfaction with which they learn that steps are being taken to remedy the existing defects in the local deliveries of letters, as also to obviate the delay which has hitherto prevailed in the distribution of registered packets from Europe.

The object the Committee had in view in posting the various test letters referred to in my previous communication, was, as they are glad to see you cordially recognise, more to "elicit the broad lines on which the local deliveries could be improved, than to obtain explanations of particular cases of delay." But nevertheless, the remarks you make in regard to the delay in the special instances you deal with, emphasise, my Committee venture to think, several defects in the existing system calling for amendment which have apparently escaped your notice.

Five of the test letters, it is stated, missed two deliveries, owing to their having been addressed to the wrong Post Office, one having been addressed to Byculla instead of Mazagon, and four to Parel instead of Dadar. In all of these cases, the districts given in the addresses were those generally in use and accepted by the residents themselves as including the streets and houses mentioned, and it would appear, therefore, that there are defined postal districts differing from those ordinarly known to describe the various localities of the city. If the Committee are correct in this assumption, they would suggest that no time should be lost in making the limits of the postal districts widely known, and intimating to the public by advertisements, circulars, and the issue of a postal map of the City, that time in delivery of their correspondence may be saved by causing it to be directed to the correct postal district in the same way as in London, Liverpool, Manchester, &c.

The delay in the transmission of the greater number of the test letters, however, arose, as you are good enough to point out, from their having been posted at the wrong time, thus causing them to miss a delivery. As to this, my Committee beg to say that in their opinion if the local

deliveries were as frequent and as efficient as they should be in a city like Bombay, there should be no wrong time—during ordinary business hours at all events—for posting letters. Even with the three deliveries per day which now exist, however, this particular cause of delay would at once be dispelled if the public were made aware of the hours, at which the deliveries were made from the various offices and when letters ought to be posted to be in time for such deliveries. On these points no information seems to be published, although it appears from the results obtained by the Chamber's test letters that they embrace the causes of delay in cases of letters properly directed. The Committee of the Chamber would accordingly suggest that lists showing the times of deliveries and latest hours of posting should be prepared for all the town offices separately, and made available free to the inhabitants of various districts, in such a form that it could be conveniently kept for immediate reference.

Since last addressing you, the Committee have further had their attention called to the detention of under-paid letters, both European and Indian. In the case of the former, the Committee trust it will be found possible to deliver them with the accelerated delivery of registered packets when the new arrangements come into force, and unless the number of the latter is excesive it might be possible to get them delivered simultaneously with fully prepaid covers by the same mail. It may, no doubt, be argued that the non-payment in advance should subject the senders to certain penalties, but as the omission frequently arises from pure inadvertence, my Committee consider that the charge of double postage is of itself a sufficient penalty without the additional delay. Moreover, both penalties, in the majority of instances, fall on the innocent addressee whose interests may suffer by the delay, while for various reasons he may be unable to recoup himself for the excess postage.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 29*th May* 1891.

From J. DEC. ATKINS, Esq., C.S., Officiating Postmaster General, Bombay, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I have the honor to acknowledge the receipt of your letter of the 18th ultimo. I delayed my reply until I could say exactly what measures I was in a position to take with a view to meeting the

wishes of the Chamber of Commerce. In the meantime I have had the advantage of a personal consultation with yourself and Mr. Owens, Presidency Postmaster, who has given his most careful attention to the subject, has been able to make all necessary preparations for the introduction, with effect from 15th proximo, of a system of five local deliveries daily and for the publication and distribution of postal notices.

2. The five local deliveries, which I may observe will be in addition to the special delivery of overland mail letters, will commence at all post offices at 8 a.m., 10 a.m., 1 p.m., 4 p.m., and 6 p.m., respectively. The hours for the last two of these were suggested by yourself. The earliest time at which letters brought to Bombay by the three morning mail trains can be delivered is 8 a.m., and this has accordingly been fixed for the first delivery. An earlier delivery separately of the purely local letters is not justified as far as I can see at present.

3. Two postal notices have been prepared by Mr. Owens. One of these, in the form of a sheet or placard, appears to be open to the objection raised a short time ago, in connection with a similar notice, of being only fit to hang on a wall. But for this, I may observe, it is expressly intended. The other notice, in the form of a small pamphlet, contains a variety of useful information ; and the more important facts regarding "local" deliveries have been summarized on its fly-leaf. The suggestions in the 3rd and 4th paras. of your letter under reply have been accepted. On the obverse of the fly-leaf will be a table of figures and on the reverse a small sketch map of Bombay. The former will show for each town post-office separately, the latest time for posting a letter intended for any one of the five deliveries at any particular town post-office. The map will show the boundaries of the postal divisions sufficiently accurately for ordinary purposes : though information on some points of detail—such for example as the service of all the mills of a certain firm by a single post-office, though some of them are situated within the bounds of an adjoining office—must still as hitherto be obtained from the post-offices concerned. I would specially invite the attention of the Chamber of Commerce to the foot-note on the fly-leaf in which the public are requested to mention on their envelopes the postal division of the address. Some streets are partly in one division and partly in another, and a mistake made by a sorter as regards a postal division causes a letter to miss at least one delivery.

4. Unpaid and underpaid letters received by the overland mail will, as trusted by the Chamber of Commerce, be delivered at the accelerated delivery of registered overland packets and it will usually be possible, when the mails arrives at night, to make this coincide in time with the first "local" delivery at 8 a. m. As I explained to you personally, however, I cannot arrange to deliver Indian unpaid and underpaid letters equally speedily. These letters, which are very numerous, are for the most part brought to Bombay by the three morning mail trains, the paid letters received by which—forming the bulk of the correspondence of Bombay—cannot properly be delayed in delivery for the benefit of the addressees of unpaid letters.

5. I have confined myself to a statement of facts. I am obliged to the Chamber of Commerce for the trouble they have taken and to yourself, personally, for the suggstions you were good enough to offer at our interview. I have the honor, &c.,

J. DEC. ATKINS, Officiating Postmaster General.

BOMBAY CHAMBER OF COMMERCE, *4th June* 1891.

To J. DEC. ATKINS, Esq., C.S., Officiating Postmaster General, Bombay.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 3140 of the 29th ultimo, and in so doing to thank you for the courteous promptitude with which you have acceded to the representations of the Committee for the improvement of the local postal service. The Committee of the Chamber will watch with much interest the result of the enlarged facilities which the Department is about to place at the disposal of the public.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX V.

DESPATCH OF MAILS TO EUROPE BY NON-CONTRACT STEAMERS.

No. 2719 of 1891.

Bombay Postmaster General's Office, 21*st May* 1891.

From J. DeC. Atkins, Esquire, C.S., Offg. Postmaster General, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I should be much obliged if you would kindly let me know whehter in the opinion of the Chamber of Commerce there is any general feeling as regards the use of non-contract steamers of the various lines sailing from Bombay for the despatch of mails to Europe.—I have, &c.,

J. DeC. ATKINS, Offg. Postmaster General.

Bombay Chamber of Commerce, 19*th June* 1891.

J. DeC. Atkins, Esq., C.S., Offg. Postmaster General, Bombay.

Sir,—I am directed by the Committee of the Chamber to acknowledge the receipt of your No. 2719 of the 21st ulttmo, enquiring whether there is any general feeling in favor of the use of non-contract steamers for the conveyance of mails to Europe.

2. The question having been submitted to the members of the Chamber, I am directed to inform you, in reply, that there is an overwhelming majority against the use of non-contract steamers for the carrying of Europe mails, and even the few who declared themselves in favor of a departure from the existing custom did so with such restrictions as would render the change of little or no service.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX W.

SUGGESTIONS FOR EXTENDING TIME FOR POSTING LETTERS BY THE OUTWARD EUROPEAN MAIL STEAMERS.

BOMBAY, *29th October* 1891.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—The mercantile community is very grateful to you for the trouble you have taken to induce the Postmaster to hasten the delivery of letters in Bombay, and we should feel obliged if the Chamber would use their influence with the Postmaster to have the hours for posting letters by the outward Mail to Europe slightly altered.

For the present letters have to be posted by 12-30 p.m. at the General Office, which time is extended to 1-15 p.m. on payment of a fee of 2 annas; after that letters have to be sent on board ship, each bearing 4 annas stamps extra. We think it is simply impossible in the busy season to have all the letters posted at so early an hour as 12-30 or even 1-15 p.m., and there is hardly a firm or bank that has not to send a sepoy on board the P. and O. vessel. The sight of half a dozen of these fellows crowding a small boat is familiar to every one, and we are sure that a greater risk for our letters is incurred on the way from the bunder to the boat than on the whole voyage of the steamer to Brindisi.

We would then propose that a post-office clerk be on board the mail-tug and receive fully prepaid letters with the fine of 4 annas until she leaves for the mail steamer; or if this should not be feasible, that the Wellington Pier Post Office, which we dare say is not of much use for the present, be, as in former years, ordered to receive letters, but up to 1-45 or 1-50 p.m., and the same extra fee be charged as on board ship, *viz.*, 4 annas each letter; after this time letters to be received as heretofore on board the steamer.

We should think that 10 or outside 15 minutes would be enough to despatch a small mail bag or two from the Bunder Post Office to the Bunder steps. In former years that office closed half on hour before the departure of the steamer, but keeping the same open now till 1-30 p.m. only would hardly meet the case.

This arrangement we propose of course only for the fine weather departure of the mail.

We trust you will be able to accept our views and urge the authorities so that the necessary alterations are made as quickly as possible.—We remain, &c.,

A. BLASCHECK & Co.

BOMBAY GENERAL POST OFFICE, 11*th November* 1891.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—A Postal Notice is in the press. I will circulate it as early as possible.

I enclose a copy for your information.

I have also written to the Postmaster General about a steam launch to take an " After Packet " from the Bunder at 1-45 p.m., and will let you know the result when I receive a reply to my letter.

I would prefer your not communicating the change to the press until my official notice is out. In any case it would not be in order to make any mention of the proposed packet at 1-45 p.m., which has yet to be sanctioned by the Postmaster General.—Yours, &c.,

JOHN OWENS.

POSTAL NOTICE.

BOMBAY GENERAL POST OFFICE, 10*th November* 1891.

With effect from Saturday next late letters for the Overland Mails, if fully prepaid by means of stamps in respect of both postage and of the late letter fee (2 annas), will be received at the Wellington Pier Post Office from 12-30 p.m. to 1-25 p.m.

This arrangement will remain in force during the fair season only.

JOHN OWENS, Officiating Presidency Postmaster.

BOMBAY CHAMBER OF COMMERCE, 11*th November* 1891.

Messrs. A. BLASCHECK and COMPANY, Bombay.

DEAR SIRS,—With reference to your letter of the 29th ultimo, I am directed by the Committee to inform you that, in compliance with a representation made to the Postmaster, he has arranged that the Wellinton Pier Post Office shall be open for the posting of letters, with a late fee, up to 1-25 p.m., on the day of the departure of the mail. He has further undertaken to address the Director-General with a view to obtaining his sanction for the expenditure which would be necessary to arrange for the posting of letters up to 1-45 p.m., or, in other words, a quarter of an hour before the hour fixed for the sailing of the mail steamer.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 12*th November* 1891.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce, Bombay.

DEAR SIR,—We are in receipt of your favor of yesterday's date. We are obliged for the trouble you have taken, and we trust you will succeed in the extension to 1-45 p.m.; in the time of *posting* letters on mail days, as the ten minutes more granted by the Postmaster would be too small a concession, considering the distance of the Wellington Pier Office from the Fort.—We remain, &c.,

A. BLASCHECK & Co.

BOMBAY GENERAL POST OFFICE, 17*th November* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—With reference to our conversation regarding the despatch of a late letter packet from Apollo Bunder by a special steam launch at 1-45 p.m. on foreign mail days, I beg to inform you that the Postmaster General is of opinion that the Department cannot do more than receive late letters at the Wellington Pier Post Office up to 1-25 p.m., as it is essential that the mail launch should leave the Apollo Bunder at 1-30 p.m.

The Postmaster General does not approve of the suggestion to charter a special steam launch to convey a later mail at 1-45 p.m.—Yours, &c.,

JOHN OWENS, Officiating Presidency Postmaster.

BOMBAY CHAMBER OF COMMERCE, 21*st November* 1891.

Messrs. A. BLASCHECK & Co.

DEAR SIRS,—With reference to previous correspondence, I am directed to hand you herewith, for your information, copy of a letter received from the Presidency Postmaster in reply to the Chamber's suggestion regarding the despatch of a late letter packet from the Apollo Bunder on foreign mail days.—Your, &c.,

JOHN MARSHALL, Secretary.

APPENDIX X.

APPOINTMENT OF SIR JAMES FERGUSSON TO THE OFFICE OF POSTMASTER GENERAL OF ENGLAND.

BOMBAY CHAMBER OF COMMERCE, *17th October* 1891.

The Right Hon'ble SIR JAMES FERGUSSON, Bart., G.C.S.I., London.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to tender you their cordial congratulations on your appointment to the important office of Postmaster General of England, advice of which has recently reached Bombay by telegraph.

For the discharge of the onerous duties connected with the post you are eminently qualified by your previous extensive experience in Colonial and Indian administration, and more recently from your connection with the Foreign Office; and the members of this Chamber feel that Her Majesty's Ministers have made a singularly appropriate selection at this particular juncture when the reduction and equalization of Indian and Colonial rates of postage is under consideration.

This Chamber looks forward with confidence to the latter rate being reduced to 1d. per ½ oz. at no distant date, but in the meantime they trust that the charges on newspapers and post-cards for India will be lowered to more proportionate figures, the existing scale of 1½d. being excessive as compared with 2½d. per ½ oz. for letters.—I have, &c.,

JOHN MARSHALL, Secretary.

LONDON, *3rd November* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—I am desired by Sir James Fergusson to express to you his sincere thanks for the kind congratulations of the Committee of the Bombay Chamber of Commerce conveyed in your letter of the 17th October, and to say that the points urged in it, as to reduction of postage between this country and India, shall receive attention.—I am, &c.,

R. LANGTON.

GENERAL POST OFFICE, LONDON, 11*th November* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—I am directed by Sir James Fergusson to acknowledge the receipt of your letter of the 17th ultimo, and to request you to be so good as to express to the Chamber of Commerce of Bombay his thanks for their congratulations on his appointment as Postmaster General.

With regard to the suggestions which the Chamber proceeds to make on the subject of the rates of postage on correspondence of various descriptions passing between this country and India, I am to state that the Postmaster General cannot hold out any prospect of the adoption of a penny letter postage to India, a measure which would not be justifiable from a financial point of view, or in accordance with the uniform tariff lately adopted for Foreign and Colonial postage, involving a large concession from the rates hitherto charged.

At the same time Sir James Fergusson wishes me to point out that the rate for post-cards sent to India is already reduced to 1d. for each card, and to state that it is in contemplation to reduce substantially the postage on newspapers, books, printed papers, Commercial papers, and patterns.—I am, &c.,

JOHN A. REA.

APPENDIX Y.

REDUCTION OF TELEGRAPHIC CHARGES BETWEEN INDIA AND EUROPE.

No. 12 T.

GOVERNMENT OF INDIA:
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

CALCUTTA, 14*th January* 1891.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 18th December 1890, enquiring whether the question of a reduction in the existing charges for telegrams between India and Europe was discussed at the Paris International Telegraph Conference, and, if so, with what result.

2. In reply, I am to forward, for the information of the Bombay Chamber of Commerce, extract paragraphs 3 and 16 of a letter dated the 12th July 1890, from Colonel H. A. Mallock, late Director General of Telegraphs, and one of the Delegates for British India at the Conference.—I have, &c.,

C. VINCENT,
Under-Secretary to the Government of India.

Extract paras. 3 and 16 of a letter dated the 12th July 1890, from Colonel H. A. Mallock, late Director General of Telegraphs, and one of the Delegates for British India at the Paris International Telegraph Conference.

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3. There were also some negotiations outside the Conference with the Eastern and the Indo-European Telegraph Companies as to the possibility of reducing the tariff from India to England, which, however, for reasons which are further explained, came to nothing.

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16. Before explaining the financial effect of the alterations made in the Indian rates, I may mention that no change has been made in the rates between England and India. The Government of India had before my leaving Bombay given me no instructions to apply for any modification in this respect, but I subsequently received from them copies of representations made by the Bombay and Karachi Chambers of Commerce to the effect that the present rates are a heavy tax on mercantile business, and the Government of the Straits Settlements had pressed on the Secretary of State for the Colonies for

a reduction in rates. Bearing these requests in mind, when an opportunity for a reduction seemed likely to offer itself, I addressed my telegram, Appendix A, No. 14, to the Government of India, asking if they would reduce their terminal tax of 57½ centimes to 50 centimes if I could secure a reduction of 6d. between England and India. To this (telegram No. 18) the Government of India agreed, but as, by Article V. of the Joint Purse Agreement, no alteration of tariff or rates between England and India can be made without the mutual consent of all the three parties to the agreement, I was obliged to refer the matter to the other two (*i.e.*, the Indo-European and Eastern Telegraph Companies), who replied that, "Having regard to the heavy losses sustained by the Joint Purse, owing to the last reduction made in the rates between Europe and India for Indian messages, the Companies, whilst thanking the Indian Government for their message, regret that they cannot incur the risk of any further reduction in tariff." The losses referred to in this declaration by the Companies are supported by a tabular statement they gave me (Appendix F) of the tariff between Europe and India from 1880 to 1889 inclusive, which shows that in 1889, at the 4s. tariff, fewer words were sent, and less money earned, than in 1885 at the 4s. 7d. tariff. It may be remarked, however, that these figures, although they show a loss of revenue, do not necessarily prove that a reduction in tariff will not increase traffic, because unfortunately, as far as the traffic from India is concerned, the reduction of tariff in francs in gold has been counterbalanced by the reduced value of silver, which has kept up the rate paid in rupees, *i.e.*, the rate per word has been—

	From Europe.	From India.	
	Frs.	Rs.	a.
1880	5·60	2	12
1885	5·60	2	12
1889	5·60	3	0

BOMBAY CHAMBER OF COMMERCE, 19*th February* 1891.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Calcutta.

SIR,—I have the honour, by direction of the Committee, to acknowledge, with thanks, the receipt of your letter No. 12 T of 14th ultimo, handing, for the information of the Chamber, extract paragraphs 3 and 16 of a letter dated 12th July 1890, from Colonel H. A. Mallock, one of the delegates for British India at the Paris International Telegraph Conference.

2. From these extracts it would appear that the endeavours of the Indian delegates to obtain a reduction in the rates of telegraphy between England and India and *vice versa*, had been productive of no result, the representatives

of the Companies concerned alleging "that having regard to heavy losses sustained by the Joint Purse, owing to the last reduction made in the rates between Europe and India for Indian messages, the Companies cannot incur the risk of any further reduction." This declaration Colonel Mallock states is supported by a tabular statement—a copy of which my Committee regret has not been furnished to the Chamber—which, while showing a loss of revenue, Colonel Mallock very correctly remarks, does not necessarily prove that a reduction in tariff will not increase traffic, as the reduction of tariff in gold has been counterbalanced by the reduced value of silver, the rupee charge in 1880 and 1885 as the equivalent of 5·60 francs having been Rs. 2-12 as against Rs. 3 as the equivalent of 5 francs per word in 1889.

3. Assuming that the telegrams from India to England are about equal in number to those from England to India, it is manifest that the lower gold price made practically no difference in 1889 in the average cost of telegraphy to mercantile people working with England, and there was, therefore, no inducement to increase the number of words transmitted either way. On the contrary, the prohibitive character of the charge has induced merchants, bankers, and others to endeavour to evade it as far as possible by systems of codes and ciphers, through the medium of which they are now able to transmit a greater volume of information than they formerly could, while the use of similar means of communication has also been largely extended between private correspondents through agency firms and others having adopted codes suitable to the requirements of their constituents. My Committee, indeed, have no doubt that so long as the present scale of rates is maintained by the Companies, the tendency will be more and more to reduce the number of words transmitted, and the Committee of the Chamber are of opinion therefore that if the Companies took a proper view of their own interests they would, as the best means of counteracting this tendency and developing the resources of their lines, at once make a very material reduction in the charge.

4. As regards the statement put forward by the Companies, however, that the reduction to a five-franc gold rate has been the means of loss to the Joint Purse, the Committee

of the Chamber would beg to observe that it does not necessarily follow a reduction in receipts means an equivalent loss of profit. Reduced working expenses might largely counterbalance the falling off in receipts, but irrespective of this the alleged loss of revenue does not seem to accord with the statement made to the shareholders of the Eastern Telegraph Company at the last general meeting. In the report of the meeting which appears in the London *Times* of Friday, 16th January, the Chairman says that while there had been a falling off of over £5,000 in the receipts from telegrams exchanged with South Africa, and their Egyptian, Greek and Turkish traffic had given them less by £1,000 to £1,500, they had on the other hand an increase of £12,000 in the Indian, trans-Indian, and Spanish traffic—a statement which scarcely seems to accord with the declaration made by the Companies to the British Indian delegates at the Conference. Moreover, the Companies have for years past paid large dividends to their shareholders in addition to setting aside enormous sums for renewal and maintenance—sums, it is evident, enormously in excess of actual requirements under these heads, and to all appearance merely treated in this way as a means of reducing the apparent profits earned.

5. In view of the great reduction which is being made in the telegraph charges between England and Australia, from 8 shillings to 4 shillings per word, the Committee of this Chamber feel assured that the commercial community of India are amply justified in asking for a material concession, as, if 4 shillings per word will pay the Companies for messages to Australia, it is perfectly evident that it is an excessive charge to India only. Nor can my Committee see any reason to believe that a proportionate reduction in the price of telegraphy between England and India would not be followed by relatively as large an increase in the number of words transmitted, as may be anticipated between England and Australia, and the Committee of this Chamber would accordingly respectfully urge that the Government of India should be pleased to again re-open discussion with the Companies with reference to a reduction in charges.—I have, &c.,

L. R. W. FORREST, Chairman.
JOHN MARSHALL, Secretary.

No. 67 T.

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

CALCUTTA, 16*th March* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 19th February 1891, urging that discussion may be again re-opened with the Telegraph Companies concerned with a view to a reduction in the rates of telegraphy between England and India and *vice versa*.

2. In reply, I am to say that the Government of India will not fail to press for a reduction of the charges in question when any fresh representation to the Telegraph Companies appears in any degree likely to be successful.—I have, &c.,

C. VINCENT,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 11*th March* 1891.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Calcutta.

SIR,—Under date of 25th April 1890, I had the honor, by direction of the Committee of the Chamber, to represent to Government the desirability of constructing a land line of telegraph across Afghanistan to connect the Indian and Russian systems with a view to reducing the cost of telegraphy between India and Europe, which at the present charge is a severe tax on trade. To this representation the Government of India replied that they were not then prepared to take any steps towards the construction of the proposed line. No reason was assigned for this decision, but my Committee assume that the difficulties in the way were mainly of a political character, and were not owing to any objection on the part of Government to the construction of an additional line of communication or to any indisposition to the furtherance and support of the Chamber's proposals for obtaining a cheaper means of telegraphy.

2. If they are correct in this assumption, the Committee of the Chamber would take the liberty of suggesting that it might be possible to avoid political objections and

difficulties of maintenance by running a line through Beluchistan to connect the Indian system at Quetta with the Indo-European line in Persia; and they would be glad to learn the views of the Government of India regarding this alternative proposal.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 107 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

SIMLA, *5th May* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 11th March 1891, suggesting the construction of a telegraph line through Baluchistan to connect the Indian system at Quetta with the Indo-European line in Persia, with the object of reducing the cost of telegraphy between India and Europe.

2. In letter No. 12 T., dated the 14th January 1891, and its enclosures, your Chamber was made aware that the reduction of those charges had already engaged the attention of the Government of India. The construction of an overland line as proposed by the Chamber of Commerce would not, however, in the opinion of Government, effect the desired object, as it would be very costly both to construct and to maintain. The Government of India, therefore, is not prepared at present to take any action in regard to the construction of such an overland line as is proposed in your letter. I am, however, to add that the question of reducing the tariff will not be lost sight of, as Government fully recognises the importance to the commercial community of making the charges for international telegraphy as low as possible.—I have, &c.,

C. VINCENT,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *15th May* 1891.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. 107 T. of the 5th instant, regarding the suggestion of this Chamber for the construction of a telegraph line through Beluchistan to connect the Indian system at Quetta with the Indo-European line in Persia with the object of reducing the cost of telegraphy between India and Europe.

2. The Committee of the Chamber learn with regret that Government are not prepared at present to take any action in furtherance of the construction of such a line, but they are glad to perceive that Government fully recognise the importance to the mercantile community of making the charges for international telegraphy as low as possible, and that the question of a reduction in the tariff will not be lost sight of.

3. As bearing on the subject, my Committee would respectfully solicit the attention of Government to the last report of the Indo-European Telegraph Company for the six months ending 31st December 1890—published in the London *Times* of 14th April—showing that after adding £10,000 to their already large Reserve Fund, the Company have declared a dividend of 10 per cent. per annum.

4. Allowing for the enormous initial cost of this undertaking and the excessive expense of working and maintenance, the returns earned show very clearly not only that there is a fair margin in hand for a reduction in the tariff (which this Chamber still thinks would not lead eventually to any diminution of revenue), but that the working of land lines is not of necessity unprofitable.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX Z.

CONFERENCE REGARDING IMPROVEMENT OF COTTON IN BOMBAY.

POONA, 20*th August* 1891.

Report of the Conference held under Bombay Government Resolution No. 5597, *dated* 15*th August* 1891, *Revenue Department.*

A Conference was held, at the office of the Director of Land Records and Agriculture, Poona, in conformity with the Government of Bombay Resolution No. 5597, Revenue, dated August 15th, 1891, on August 18th and 20th, 1891.

Present :—E. L. Cappel, Esq., Dr. T. Cooke, C.I.E., Dr. G. Watt, C.I.E., and E. Thurston, Esq.

Dr. Watt explained that there were in connection with cotton two subjects, which would have to be separately discussed, *viz.* :—

1. The action which might be submitted for the consideration of His Excellency the Governor of Bombay in connection with the Government of India's recommendation contained in No. 1615—19, dated August 6th, 1891, regarding the experiments and investigations it may be desirable to undertake for the improvement of the cottons of Bombay.

2. The organization of the collections, which might be undertaken for the Imperial Institute, in conformity with the demi-official communication from Sir E. C. Buck, dated August 8th, 1891.

In illustration of the first subject Dr. Watt exhibited the collection of cotton specimens from the Poona College of Science Herbarium, and endeavoured to show that there was even a greater danger in the cultivation of mixed crops of cotton than had been demonstrated by Mr. James, *viz*, in that destructive hybridisation takes place thereby. In this connection Dr. Watt suggested that Mr. Thurston should read memorandum (appended) which had been prepared for the Conference.

In discussing the memorandum, it was resolved that the first step, which might be taken, would be the organization of a "census" of the existing forms of cotton grown in the Bombay Presidency. From such a census it would be possible to trace out the degenerations or improvements, which may take place in the future. At the same time it was seen that the work connected with this enquiry might be made the means of collecting the specimens for the Imperial Imstitute. The memorandum gives full details as to the main requirements of the collections, and these were discussed and approved.

The possibility of undertaking, during the present cotton season, a certain number of the experiments indicated in the memorandum was then dealt with. It was thought that, for the present, efforts should be confined to experimenting with the truly wild species of cotton, which occur in India (Sind, Rajputana, Punjab). To prevent,

as far as possible, the hybridisation of the wild plants from cultivated stock under experiment it was considered that Poona would be a better place than the Khandesh Farm for carrying out the experiments, since there is little or no cotton grown in the vicinity of Poona City.

Dr. Cooke offered to co-operate with the Agricultural Department in carrying out these initial experiments, and in procuring the seed, &c., necessary for the purpose.

It was thought desirable that the experiments with cultivated cottons should be left until the next season, as it is too late for the present crop.

In connection with the organization of collections for the Imperial Institute it was explained that, at a Conference held recently in Calcutta, it was decided to undertake, during the present official year, only a limited number of subjects—coal, cotton, indigo, iron, jute, silk, castor-oil, sesamum, podophyllum, &c. Of these it was pointed out that Bombay is largely interested in cotton and silk. It was explained that, though Rs. 500 annually was the sum mentioned, in official communications, as intended to be spent by the Bombay Government, arrangements could be made, if His Excellency the Governor wished, for an expenditure of Rs. 2,000 during the present year by curtailing the expenditure by other Provincial Governments.

It was decided, therefore, to recommend this subject to His Excellency the Governor; but in doing so, to point out that even such a sum would not suffice to secure a thoroughly representative collection of the Bombay cotton and silk manufactures. It was, therefore, deemed essential that the hearty co-operation of the Bombay Chamber of Commerce, of the Cotton Millowners' Association, and of the silk manufacturers should be obtained.

It was resolved that, with the concurrence of His Excellency the Governor, Dr. Watt and Mr. Thurston should, on their return to Bombay, interview the merchants, and that, to facilitate their doing so, letters of introduction should be furnished by the Bombay Government.

It was recommended that permission should be given for Mr. Thurston (the special officer in charge of the Imperial Institute collections in India) to correspond, as he may find necessary, directly with the Chamber of Commerce, &c., in Bombay.

Dr. Cooke suggested that it might be advisable for Dr. Watt and Mr. Thurston to visit Baroda on their departure from Bombay, and explained that Mr. Middleton, the agricultural expert in Baroda, has been devoting special attention to the study of Gujarat cotton. His assistance in preparing botanical specimens was, therefore, thought desirable. Dr. Cooke's suggestion was agreed to.

With regard to silk it was pointed out that Bombay is mainly interested in the import of foreign raw silk, and the manufactures therefrom; and that, accordingly, the most important section of the work would be the obtaining of collections from the Bombay merchants and mills.

A memorandum on silk is appended, which deals with the collections desired. The early part of the memorandum will be seen to refer specially to Bombay.

The Conference accepted the recommendations contained in the silk note, so far as they refer to Bombay : and it was seen that, if a maximum grant of Rs. 2,000 could be set apart for the Bombay collections of cotton and silk, the whole of that sum would be used up, in making a commencement of the collections from the districts of the Bombay Presidency, by the purchase of local manufactures ; but that the actual division of the grant in the purchase of silk and cotton might be left for future consideration.

E. L. CAPPEL,
Director, Land Records and Agriculture.
T. COOKE, LL.D., C.I.E.,
Principal, College of Science.
G. WATT, C.I.E.,
Reporter on Economic Products.
E. THURSTON,
Officer in charge Imperial Institute Collections.

Memorandum on Cotton Experiments and the making of Cotton Collections for the Imperial Institute.

POONA, *August 19th*, 1891.

The work in connection with the compilation of the Dictionary of Economic Products, article *Gossypium* revealed the fact that botanical writers have been in error in attributing the commercial cottons of India exclusively to *G. herbaceum*. It was found that there are two primary forms with two or three subsidiary conditions or varieties ; and, further, that the forms of commercial value are hybrids between these. It was also found that three well marked indigenous and purely wild species occur in the country, *viz.*, two in Sind, and one in Rajputana and the Punjab. Some doubt, however, exists as to the last mentioned being a trully wild species, as it manifests certain peculiarities, which might be accepted as indicating its being an acclimatised hybrid, escaped from cultivation.

Investigation of the five theoretical cultivated species should afford the best means of improving the cotton industry of India. But the methods to be pursued would, of necessity, have to be different with the two classes, *viz.*, cultivated and wild. The latter may be disposed of first.

An effort should be made to collect, from Sind and Rajputana, authentic specimens, both rooted plants and seed, of the wild species ; and these should be cultivated over a series of years both in localities apart from each other and in proximity, and apart from and in proximity to cultivated cottons. The objects of these experiments should be to ascertain whether the wild plants (which, for convenience, we may at present call *G. Stocksii* and *G. Cookeii* of Sind and *G. Wightianum* of Rajputana) can be improved by various systems of cultivation ; and whether, under cultivation, they show any tendency to produce valuable sports which, by seminal cultivation, could be perpetuated ; or whether, by hybridisation between these species or between them and cultivated cottons a superior quality of hybrid cotton could be produced which would be fairly fixed or less liable to degeneration than are some of the cottons presently grown.

The cultivated cottons are more difficult to deal with. The supposed five species from which they have come are *G. Wightianum, neglectum, arboreum, microcarpum*, and *obtusifolium*; the last two being supposed by botanical writers to be varieties of *G. herbaceum.*

Indian writers on the subject of cotton have been in the habit of affirming that it was contrary to the laws of nature for species of Gossypium to be hybridised. The Italian botanist Todaro proved, by actual experiments, that this was fallacious, and that, on the contrary, it was impossible to prevent hybridisation taking place, if two forms of cotton *were grown in proximity to each other.* The whole of the cultivated cottons of India are hybrids, and the types, from which these hybrids have been evolved, are practically hypothetical. A collection made all over India, of say, 100 forms of cotton, would suffice to exhibit a transition of forms which would pass from one extreme to the other. It may, therefore, be doubted whether the types for which these cultivated hybrids appear to have been produced, should be regarded as species or only more constant hybrids. Indeed, it is possible that the cultivation of the three wild species alluded to may result in the re-formation of the types or primary hybrids from which all the cultivated plants have been obtained. The possibility of the main types of the cultivated cottons being themselves but hybrids receives countenance not only from the fact of their seeds being fertile, but also from the fact that hybrids between these are, again, fertile. This view of the cotton question of India is of more than botanical interest. As hybrids the cottons of India manifest all the properties which are well-understood in agricultural and floricultural questions. To exemplify these, we may speak of the hybrid types as A. B. C., the males being designated A.′ B.′ C.′ A hybrid of A.′ on C. may have totally different properties from those of C.′ on A. Further, either of these two hybrids may, again, be hybridised with B.′ *i.e.*, A.′ + C. or C.′+ A with B.′, or the stamens of A. C.′ or C. ′A with B. This illustration of the possibilities of hybridisation is given with a view of showing the complexity of the question; for it is by one of these somewhat obscure methods that the result aimed is likely to be ultimately attained. By such means also, and by selection of seminal sports has the ryat unconsciously, during centuries of cultivation, obtained the good and bad cottons which are characteristic of India. But the eccentricities of hybridisation are often very great. For example, Todaro found that certain forms of Gossypium were fertilised in one direction, and not in another. He noted that *G. Wightianum* may be crossed with *G. neglectum* or *G. microcarpum*, and that the hybrids take intermediate forms, which connect the ancestral types. By continued cultivation he found that these hybrids were all fertile, but that they gradually approached their specific types if grown near each other, though their properties were preserved if kept apart. On the other hand, he observed that *G. microcarpum* fertilised *G. Wightianum* and *G. neglectum*, but was never fertilised by them. By continued cultivation of *G. microcarpum* on sterile soils Todaro recorded that that form was far more liable to change its character than was *G. Wightianum* when similarly treated. He then adds that, in these hybrids, it is nearly always *G. Wightianum* which fertilises *G. neglectum*, the reversion going to *G. neglectum*, rarely to *G. Wightianum.* These facts are of great importance in any attempt to solve the problem how to improve

Indian cottons. Similar experiments to those conducted by Todaro must be undertaken in India on a far larger scale, since they have to be tested in almost every district. But Todaro's experiments, so far as they go, have afforded a suggestive line of enquiry. In illustration of this we may assume that a valuable hybrid was, for many years, grown in Western India, and yielded the cotton for which, say, Broach or Surat has been celebrated. Accidentally or intentionally a rayat became possessed of seed of the so-called Bengal cotton (*G. neglectum*). It was grown by him in proximity to the superior cotton of Bombay. The superior cotton may be viewed as a hybrid with a strong taint of *G. Wightianum* produced, apparently by *G. neglectum* on *G. Wightianum*. When grown by itself that hybrid preserved its characters; but, when grown near the imported Bengal cotton, it readily hybridised with the latter, and gave origin to the objectionable *Varadi*, which, within recent years, has done so much to destroy the reputation of Bombay cotton. This is a purely hypothetical case, but it is so far justified by the botanical study of the cottons of Bombay of the present day, in the light thrown on that subject by Todaro's investigations. Whether the illustration be correct or not, it exemplifies the line of enquiry which has to be prosecuted. The experiments should determine the tendencies of the hybrids that exist or which may be produced through the influences of proximity to other cottons. On one point Todaro obtained a definite conclusion, *viz.*, that proximity of either of the ancestral forms of a hybrids *was destructive of the permanence of the hybrid properties.* It seems to be fairly clear that, although Bengal cotton possesses useful properties of its own, and a certain state of hybridisation with that plant on *G. Wightianum* gave origin to many of the celebrated cottons of Western India, the presence of *G. neglectum* in Bombay is certain year after year to cause a fatal degeneration by producing, thereby, a cotton not only vastly inferior to the original Bombay, but inferior also to the pure Bengal. It is doubtless true that it pays the cultivator now to grow an inferior cotton, but the process of selection towards that object is destructive of national prosperity and will very soon assume an alarming position. Apart altogether therefore from the political aspects of the question, in India adapting its cotton to a foreign instead of a British market, it is by so doing depriving itself of future developments. Hitherto India has rested satisfied with a position of indebtedness. It has imported and experimented with the triumphs of American and Egyptian successes in the production of new and superior forms of cotton. It has done nothing towards ascertaining whether by natural laws of selection and hybridization it could produce superior cottons of its own. It has by no means for example been shown that India could not produce a cotton that would compete with the best American sorts and be thus more acceptable for the superior manufactures of England. But to return to the subject of mixed crops on mixed staples, it has been shown above that cultivation of two different forms of cotton in the same field or in adjacent fields not only results in two different staples being ginned together and inseparably mixed, thus in many cases lowering immensely the value of the produce, but that hybridisation between these two forms must, necessarily, be taking place year after year, and slowly, though certainly, degrading the quality of both staples.

The question, therefore, of mixing two staples, though that has, naturally, been selected as one of the causes of the failure of Bombay

cottons, to compete with the American is, in reality, of far less importance than the degeneration which must in time and is now being produced by the facilities for cross-breeding. Only by a careful series of experiments can the particular form of *G. Neglectum* which is causing the deteriorated hybrid be ascertained. But the enquiry should extend beyond that of the indigenous cottons. The numerous collections of introduced American cottons, contributed by Mr. Ozanne, show conclusively that a similar degeneration is and has been for years, taking place in the American cottons grown in this country. The decline in the value of *e. g.* the Dharwar-American cotton is entirely due to this cause. It has been hybridised by the same agency as the "Westerns" until it has fallen to an almost lower position than the ordinary cottons of India.

Some of the methods of possible investigation were introduced in a letter addressed by me to Mr. Ozanne, which should be read in continuation of the present note (letter appended). A census has, practically, to be made of the present position of the agriculture and commerce of the various forms of Bombay cotton; and the collections for the Imperial Institute should be so exhaustive that they would become the basis of comparison in all future enquiries.

Collections of cotton might comprise:

(*a*) A commercial collection to be contributed, if possible, by the merchants, and to consist of sacks of each of the trade standards of fibre under their commercial names, accompanied by declarations of their value, and other information, which can be obtained.

(*b*) Detailed collections from the cotton-producing districts of the Presidency. Samples to comprise bags (about 18×12 inches) of the cotton in capsule, and of the ginned fibre of each variety grown. If possible, into the bags should be placed a twig of the plant showing flowers and leaves. The twigs, should be pressed between sheets of blotting paper until quite dry.

The commencial collection (*a*) should comprise more than the sacks of the raw fibre, since the manufactures are of almost co-equal importance with the trade in the fibre itself. For this purpose it would be necessary to deal with the Bombay Cotton Millowners' Association in order to obtain, if possible, from each large manufacturer a typical set of his manufactures, *e. g.*, yarns, piece-goods, stockings, &c. In supplying such manufactures it should be stipulated that each should be accompanied with a statement of the market for which it is made, the price, and such other information as the manufacturer may be pleased to give. At the same time it would be desirable to ascertain any particulars that may be available regarding the qualities of cotton, which are supposed to possess certain merits for special industries. For example, whether *Dholera* cotton is more serviceable for the yarns exported to China than *Hinganghat*. This is a fancy illustration. The object aimed at is to ascertain whether the different staples have special qualities attributed to them.

The detailed collections (*b*) recommended to be made by the Agricultural Department and the district officers should, in the same way, embrace local manufactures, *e. g.*, samples of the home-spun yarns and threads, as also of the piece-goods, special *saris*, *deris*, and other manufactures, both made by the native weaver and at the Jails. But,

in collecting local manufactures, it is of the greatest importance that these should be accompanied by descriptive notes dealing with the extent of the local trade, the decline or otherwise of the traffic, the special purpose for which they are manufactured, and the extent to which imported goods have taken the place of indigenous, &c.

In the same way as with the commercial collections, the collecting officer might ascertain the special merits attributed to the races and qualities of cotton, *e.g.*, a cotton may be said to be grown on the Khasia hills exclusively for the manufacture of quilts. Other cottons possess special merit for mattresses, lamp-wicks, Brahminical strings, &c.

It will thus be seen that the object of this enquiry should be to bring together a collection that would exhibit the regions or districts, in which the peculiar cottons for the foreign or home markets are obtained. But that object will not be attained unless some attempt be made to furnish dried botanical specimens of the plants which afford each kind of cotton. In other words, the making of the collections should establish the proposed "census" of the existing crops and manufactures of the Presidency.

GEORGE WATT,
Reporter on Economic Products.

Memorandum on Silk.

POONA, 20*th August* 1891.

The silks of India may, commercially and entomologically, be divided into two classes, wild and domesticated. The latter is, financially, very much more important than the former. But, in certain features of the modern trade, a greater interest has arisen in the wild silks than in the domesticated.

About the year 1858 the possibility of utilising wild silks and the waste materials of the domesticated by carding and spinning instead of reeling was discovered. This effected what may be called a revolution in the silk trade of India. It was found more profitable to export the wild silks and waste material than the crudely reeled mulberry. The traffic in reeled silk, therefore, declined; but a compensating trade ensued, which has preserved the total quantity of silk exported from India, though it has lowered its value. To India, therefore, at the present day, the foreign traffic in wild and waste silk is more important than in reeled silk. This has given origin to the statement that the Indian silk trade has declined. The total weight of all kinds of silks exported from India is, actually, greater to-day than it ever was, though the share taken by reeled silk is little more than a quarter of what it was twenty years ago.

In the trade reeled silk is called "raw silk." When "thrown" and spun into thread it is treated as "manufactured silk." At the present day there is, practically, no thrown silk exported from India. In the process of reeling or unwinding the cocoon a certain precentage is left behind, which cannot be reeled. This is designated "waste silk." To facilitate trade, waste silk is made into crude ribbands, which are called "chasam."

The trade returns of India are, therefore, classified into raw silk, thrown silk, chasam, and cocoons. But of these, besides the mulberry, there are *tasar*, *eri*, *muga* and other wild silks, of each of which collections would have to be made of the raw silk, thrown silk, chasam, cocoons, &c. But India is co-equally important as an exporting as an importing country ; and the collections, therefore, for the Imperial Institute should embrace the imported as well as the exported silk with a view of showing India's necessities, and the peculiar properties of the silks for which it had a large demand. It may not, incorrectly, be said that Bengal is the exporting, and Bombay the importing province.

The investigations which should, therefore, be conducted in India, should be mainly made in these two provinces, and may be separately dealt with.

A natural feature of the investigation in connection with Bombay should be the discovery of the reasons which have led Western India to draw its silk supply almost exclusively from China instead of Bengal. It would, probably, be found that this is due, mainly, to silk being a return cargo in opium ships. It was, some years ago, due to the difficulties of internal transport, and the restrictions imposed by transit dues prior to the interior of the country falling under British administration. But it is possible that the peculiar nature of the Bombay trade may, to an equal extent, owe its existence to the special properties or merits of the imported silk. Hence it seems desirable that the enquiry conducted in Bombay should elicit detailed information regarding the waste silk, thrown silk, cocoons, &c., which are imported, and the suitability of these for the special manufactures of the Western Presidency. With this object a two-fold enquiry should be instituted. The aid of the silk manufacturers of Bombay should be called in (especially Messrs. Sassoon & Co.) with a view of obtaining from them complete set of the silks, &c., which they import, and of the manufactures which they produce. The specimens should, if possible, bear information as to the country or province from which imported in the case of the raw materials, and, in that of the manufactures, the market for which destined. It will, doubtless, be found that the chief market for the Bombay manufactured silks is Burma. But Parsis and other inhabitants of Bombay are known to be partial to silk ; and it would, therefore, be desirable to ascertain to what extent the Bombay power-looms meet the local market. But the Bombay power-looms consume only about a third of the imported silks. One-half of the remainder is consumed in the Bombay Presidency, and the other half consigned to the Punjab. Thus a third of the total import of raw silk into India is, apparently, used by the hand-looms of the districts of the Bombay Presidency. This is, therefore, a very important trade, and the local officers might be invited to furnish samples of the manufactures accompanied by such particulars as may be thought instructive. Thus, so far, the Bombay silk trade may be said to be a traffic in imported silk. Though infinitely less important, there is a certain trade in wild silks. The system of investigation of this class might, however, be similar to that which will be discussed under Bengal.

It will, thus, be seen that the main feature of the enquiry into the Bombay silk trade should be the exploration of the manufactures

with a view of discovering whether the demand for China and other foreign silks is one of expediency or of special merit. In other words, special facilities with a view to lowering the price at which Bengal silks could be landed in Bombay would increase the consumption of Indian produced silks, and lower the demand for those of China.

Turning now to Bengal, the division into mulberry and wild silk is more marked than in the case of Bombay.

To deal with the mulberry first. It may be said that the collections should embrace raw silk and chasam from the European filatures of Rajshahye, Murshedabad, Malda and Burdwan, with those, also, of Orissa and other minor silk-producing districts. It is, perhaps, unnecessary to specialise the collections, which should be made, since the great firms, which have their head-quarters in Calcutta, would be best able to decide. Communication might, accordingly, be opened up with Messrs. Louis, Payen and Co., Jardine, Skinner and Co., Watson and Co., &c.

It is different with the native interests. The Bengal Government might, perhaps, be asked to obtain, from the local officers, in the divisions named, a sufficiently representative collection of cocoons, raw silk, thrown silk, and manufactures. The only special features that have to be kept in view in mulberry silk collections are connected with the fact that there are special races of mulberry-feeding worms designated by the native growers as "bunds," and these have been recognised by entomologists as sub-species. It is most important, therefore, that the collections of these should be kept distinct as far as possible, *e.g.*, rainy season and hot weather bunds. The Nistry or Madrasi insect is obtained from *Bombyx craesi*, the cold weather bund (*desi* or *choto polo* from *B. fortunatus*. But there are, also, other forms, *e.g.*, *Sina* or *China* (*chota pat*) from *B. sinensis*, and the *boro polo* or large *pat* from *B. textor*. The last mentioned is, like the mulberry insect of Europe, annual, *i.e.* univoltine. The others are of multivoltine. It is, probably, doubtful whether the true *B. mori* occurs in Bengal, though it is the insect which affords the silk of Kashmir, and to some extent the Punjab and North-West Provinces. It is highly important that the cocoons, silk, &c., of the multivoltine insects should be shown quite distinct from the univoltine. It is generally believed that the multivoltine condition is due to the tropical climate of Bengal; but, in the trade, it is viewed as having produced a special silk, for which there is a distinct market. Hence the importance of keeping the two kinds separate.

Turning now to the wild silks it may be said that Assam, the Central Provinces, and, to a smaller extent, Bengal and Madras furnish the market. Communications should, therefore, be opened with these provinces on the subject of wild silks.

Assam should *e. g.* be invited to furnish in addition to a collection of mulberry silk, as complete a set as possible of *eri*, *muga*, and other wild silks. These should embrace cocoons, chasam, raw silk, thrown silk, and manufactures. With reference to cocoons, Assam should be specially asked to supply live cocoons, so that these might be bred at the Indian Museum, and thus furnish specimens of the insects. At the same time it would be instructive to obtain the eggs,

larvæ, &c. For this purpose a small collection of eggs and some half dozen caterpillars, in various stages of growth, should be preserved in spirit.

The Central Provinces and Bengal should be asked to supply *tasar*, *Cricula* and other wild silks, furnishing live cocoons, as well as fairly complete sets of dead cocoons of the various kinds recognised in the trade *e. g.*, taking Bengal, it will be found that, in each of the important tasar yielding districts, the cocoons are sold under certain denominations, which denote, as a rule, the size, colour, quality, &c.

In the case of Madras, special attention should be paid to *tasar*, *Cricula*, and other wild cocoons.

In conclusion, the wild silk collections, it may be said, should be designed to exemplify the nature and character of the foreign and internal trades. The former may be said to have been dealt with above, since, at the present day, it is almost exclusively the export of raw, waste, and wild silks. The trade in exporting Indian manufactures may be said to be almost extinct. The internal trade is, however, of greater importance, and has a two-fold aspect, *viz.*, local manufactures, and imported foreign manufactures. One of the chief features of the enquiry should be the exhibition of the extent to which foreign silk goods are driving local manufactures out of the market. But, in illustrating the Indian manufactures, it would be desirable to demonstrate the shapes, conditions, and colours that are required. Attention has, therefore, to be directed to articles, which might, to a certain extent, be designated art manufactures, *e. g.*, *tasar* and *muga* silks are largely employed in Bengal to embroider cotton goods, *e. g.*, *pagaris*, much after the same fashion as waste mulberry is used to embroider the *pulkaris*, of the Punjab and Madras. So, in the same manner, *tasar* silk is woven, in alternate stripes with cotton, Mirzapur and other towns of the north-west. Suffice it to say that the collections of manufactures should demonstrate the special uses of various Indian silks, and not the art designs into which they are worked.

The silk trade of the Punjab may be said at the present day to be the utilisation of two kinds of imported silk, since very little silk is locally produced. The imported silks come from Cashmere and Bokhara (Central Asiatic) and from China *via* Bombay. Amritsar and Lahore are the great centres of the manufacture. The Punjab Government might, therefore, be asked to supply collections much after the fashion that has been already indicated. *Tasar*, *Cynthia* and other locally produced silks should, of course, be supplied. The chief feature of the enquiry should be the nature of the demand for silk goods, and specimens should be furnished.

Burma is by far the most important province in the consumption of silk. To meet the Burmese demand the power-looms of Bombay and Calcutta are almost entirely concerned, and the export from Great Britain in silk goods is, in like manner, directed to the Burmese market. From the British manufacturers' point of view the Burmese trade is the most important of all. Although often offensive in design and coloration, special collections should be made of Indian produced goods, which are consigned to the Burmese market; and it would be instructive to obtain selections of European manufactures which enter into competition with those of India in the Burmese market. Ento-

mologists have recognised the indigenous mulberry insect of Burma as distinct from those which have been specialised in connection with Bengal. The manufactures from this form should receive the same consideration as indicated with the Bengal insects. Burma is, also, one of the chief regions, where *Cricula* is to be obtained. After the Burmese the Punjab people are the greatest consumers of silk, and, following them, the inhabitants of Bombay. The Indian manufactures of silk should, therefore, mainly exhibit the manufactures of these three markets.

EDGAR THURSTON,

Officer in charge of the Imperial Institute Collections.

SIMLA, *January 5th*, 1891.

MY DEAR OZANNE,

I had the extreme pleasure to receive from the Superintendent of the Khandesh Experimental Farm a letter, No. 357, dated 18th November, which advised the despatch to me of some 14 specimens of Gossypium —botanical specimens and corresponding samples of capsules with ripe cotton. These have proved highly instructive and I am happy to say fully bear out all I have written in the Dictionary on the Indian forms of this most important fibre. This is indeed to me a source of congratulation, since I wrote almost purely from the botanical side of the question and was able to inspect but the most fragmentary examples of authentic commercial forms. I have therefore been in fear and trembling for some time past that botanical specimens of the plants which yield the commercial products, might be found to prove my relegation of them to this botanical form and that as, in many cases, incorrect. So far there would appear to be no doubt I made fairly successful shots at them. The subject is, however, one of far wider interest than botanical. I am firmly convinced that no new cotton can be grown in India for more than one or two seasons in proximity to fields of the ordinary staple without becoming freely hybridized, improving or degenerating as the case may be. That in fact all the commercial forms are hybrids which year after year are undergoing a change, mostly a degeneration of the special properties for which they are valued. In this view of the cotton question, therefore, the first duty of the State, as it seems to me, should be to establish the exact peculiarities of each form of the staple and, watching the changes that take place by comparison with carefully prepared standards, be in a position to say when the supply of fresh seed, calculated to restore the lost properties of a particular cotton, had become necessary. To be able to do this, however, it would be essential that the exact degree of hybridization present in each commercial form should be discovered. This knowledge could be obtained by having a stock of pure species grown under the most careful supervision and experimentally crossed till the required discovery of degree of hybridization had been made. All this would of course involve time and money, but I would strongly recommend you to give this subject a foremost place in your deliberations regarding possible experiments intended to assist the cotton industries. It is in my humble opinion of greater moment to take any one race of the indigenous cottons and cultivate it year after year (in an experimental farm) until its exact

tendency of retrogression or progression had been established, than to try the seed of this and that marvellous prodigy, the properties of which in nine cases out of every ten exist only in the advertisement.

The Superintendent of the Khandesh Farm, I can see by the samples received, has made an admirable commencement, and if you will pardon my venturing to offer suggestions, I would recommend that year after year so many more of the Bombay forms of cotton be grown until the entire series has been covered. These should be reared as far apart from each other as possible. But the initial step is the most important. The seed should be collected by a person qualified to do so—if possible the Superintendent himself. I will presume that it has been decided to experiment with, say, the reputed wild cotton of Sind—and no better subject could be undertaken. The Superintendent himself should go to the rocks near the coast where it grows during the season of its flowering. He should collect some ten or twelve very carefully selected typical botanical specimens each, say, nine to twelve inches in length ; they should each have a dozen or so leaves of all sizes, four or five flowers, a small fruit or two, green and just preparing to open, and three or four capsules open exhibiting the staple. Each of these specimens on being cut from the bush, should be placed *at once* in drying paper and the leaves flattened with the hand so as to leave some showing the upper surface, the others the lower and opened out so as not to lie on the top of each other &c. &c. A few flowers should be slit open to exhibit the stamens and others have the bracteoles folded down so as to reveal the calyx. If the plant be found in sufficient abundance, the matter of fifty capsules should be examined as to number of valves present, and number of seeds in each cell. If the seeds are found ripe, the stock to be sown at the farm should then be collected. If not, the *selfsame* plants from which the botanical dry specimens have been culled, should have each a zinc label attached to its lower portion of the stem on which the number (assigned to its botanical specimens) is punched. The Superintendent (or whoever is employed to procure the wild stock) should return at a later date to collect the seeds. These should be placed in small bags, numbered by the numbers of the zinc labels found attached to the plants. Having thus made a definite start procuring authentic botanical specimens that exhibit every feature of the wild plant, its cultivation should be prosecuted and year by year fresh botanical specimens made, so that the progression can be almost microscopically followed out. By planting one or two bushes in a field of a well-known commercial race, and a second set miles away in a field of another, the seed from these on being grown at the farm would show the degree of hybridization nature, the best of all agents, had accomplished, and it would thus become perfectly simple to discover the source of improvement from a standard wild stock. So similarly by taking any one known race of commercial cotton and collecting on the field the series of botanical specimens intended as the standards of future comparison, the individual plants from which these have been culled should next have numbered zinc labels attached to them, so that later on the seed could be procured authentically from the selfsame individual plants from which the botanical standards had been taken. These seeds on being sown in the Farm year after year under as many different

systems as possible, in which a distinct percentage had been pauperised by neglect and relegation to the most worthless soils available, improvement and degeneration could be tabulated, and in the latter case the botanical tendencies carefully recorded. Thus, for example, neglectful treatment of *Bani* cotton would, in my opinion, produce *Jari* and in time lose all trace of its improvement, which is traceable to hybridization with *G. Wightianum* and become almost pure *G. neglectum*. If such a change could be followed out, the key would at once be given, *viz.*, that loss of merit as a staple was coincident with loss of taint of hybridization from *G. Wightianum* and therefore, improvement would at once be effected by planting a few of the pauperised plants in a field of some race with strong *G. Wightianum* character. But I am wandering into a volume of directions and assuming the necessity for such, when for all I know to the contrary, you may have proved to your own satisfaction that my theories are all very well botanically but impracticable. In that case I trust you will pardon my botanical zeal, for after all my letter might have consisted in saying that I am most anxious to get more specimens of Gossypium like those you have already been instrumental to my obtaining. I shall conclude, therefore, by saying that if you will do me the favour to promise faithfully to return my sets of cotton (including those obtained from Khandesh) I shall be glad to send these on inspection. This would serve two purposes —(*a*) to show the Superintendent of the Farm how his botanical standards should be mounted, (*b*) to enable him to see the notes I have recorded on his plants, and in doing so to check any possible mistakes in the wrong cotton being by any accident mounted beside a plant from which it was not obtained. I am extremely anxious to get as large a herbarium as possible of Gossypium, all consisting of specimens such as I shall send you. In a few years I may, by studying these, arrive at some conclusions valuable to commerce, but if I fail in that I shall do good service to botanical science by working out the forms of so perplexing a genus as Gossypium. It would be a good thing I think to have a similar set to mine kept in your office, or at the Experimental Farm, not only as a standard comparison for botanical purposes, but to show the improvement or degeneration year after year in the cottons that are being specially cultivated by you.—I am, &c.,

GEORGE WATT.

APPENDIX AA.

DHARWAR COTTON GIN FACTORIES.

No. 2582.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 21*st July* 1891.

Memorandum from the Commissioner, S. D., No. 2624, dated 8th July 1891—Submitting, with reference to Government memorandum No. 1485, dated 28th April 1891, a letter No. 3904, dated 7th July 1891, from the Collector of Dharwar, who reports that enquiries were made through the First Assistant Collector as regards the possibility of the Dharwar Cotton Gin Factories being taken over by private enterprise, but that that officer states that none are willing to take them over.

RESOLUTION.—The Collector of Dharwar should be instructed to persevere in his endeavour to find some firm willing to take over the Dharwar Gin Factories, and to inform the Chamber of Commerce, Bombay, of the orders of Government on the subject.

W. S. HARVEY,
Acting Under-Secretary to Government.

No. 4976 OF 1891.

DHARWAR, 20*th August* 1891.

Copy forwarded to the Secretary to the Chamber of Commerce, Bombay, for information as directed by Government.

E. GRAY,
Collector, Dharwar.

BOMBAY CHAMBER OF COMMERCE, 2*nd September* 1891.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have the honor, by direction of the Committee of the Chamber, to acknowledge the receipt of Government Resolution No. 2582 of the 21st July, embodying a memorandum from the Commissioner, S.D., on the subject of the Dharwar Cotton Gin Factories.

2. In reply, I am to say that the Committee have passed on the communication to the Bombay Cotton Trade Association with a request that the same may be brought to the notice of the trade in such manner as to the Association may seem most advisable.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd September* 1891.

The COMMITTEE of the BOMBAY COTTON TRADE ASSOCIATION.

GENTLEMEN,—I am directed to wait upon you, for such action as the Association may wish to take, the accompanying copy of a communication received from the Collector of Dharwar regarding the possibility of the Cotton Gin Factories in that district being taken over by private enterprise.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 3251 OF 1891.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *18th September* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 2nd instant, on the subject of the Dharwar Cotton Ginning Factories.—I have, &c.,

W. S. HARVEY,
Under-Secretary to Government.

APPENDIX BB.

ARRIVALS OF WHEAT INTO BOMBAY DURING THE MONTHS OF APRIL AND MAY 1891.

No. $\frac{1089}{31\text{-}24}$ *Statistics.*

TELEGRAM FROM THE GOVERNMENT OF INDIA,
REVENUE AND AGRICULTURAL DEPARTMENT,
SIMLA, *2nd June* 1891.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

Government of India will be much obliged if Chamber can favor them early in first week June with brief telegraphic report of total arrivals of wheat at port during April and May, distinguishing if possible the receipts from each Province.

BOMBAY CHAMBER OF COMMERCE, *3rd June* 1891.

The SECRETARY to the GOVERNMENT of INDIA, Department of Revenue and Agriculture, Simla.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to confirm the following telegram despatched to your address this afternoon in reference to your message of the 29th ultimo :—

"Wheat arrivals into Bombay by rail from 1st April to 30th May inclusive, tons :—

"Bombay Presidency	40,814
"Punjab	7,133
"N. W. P. and Oudh	33,395
"Central Provinces	1,49,893
"Berar	12,192
"Rajputana and Central India	18,802
"Nizam's Territory	73
"Total by rail...	2,62,302

"Imports by Sea in tons :—

"Bombay Presidency	12,338
"Sind...	335
"Madras	613
"Foreign Ports	2,447
"Total by sea ..	15,733

"Detailed figures by post."

I am further directed to hand you the accompanying statement showing the figures for the months of April and May separately.—I have, &c.,

JOHN MARSHALL, Secretary.

P.S.—I wish to draw your special attention to the fact that the figures for May are up to the 30th inclusive only, the 31st being a Sunday the figures for that day received from the Railways are mixed with the Monday's receipts.

Statement showing the arrivals of wheat into Bombay by rail and sea during the months of April and May 1891.

BY RAIL.

From	April.		May (1st to 30th).	
	Cwts.	Tons.	Cwts.	Tons.
Bombay Presidency	5,14,757	25,738	3,01,514	15,076
Panjaub	7,161	358	1,35,490	6,775
N. W.-Provinces and Oudh ...	40,354	2,018	6,27,551	31,377
Central Provinces	11,52,949	57,648	18,44,906	92,245
Berar	1,43,719	7,186	1,00,120	5,006
Rajputana and Central India...	1,38,574	6,929	2,37,474	11,873
Nizam's Territory	827	41	641	32
	19,98,341	99,918	32,47,696	1,62,384

BY SEA.

	April.		May (1st to 30th).	
	Cwts.	Tons.	Cwts.	Tons.
Bombay Presidency	1,91,456	9,573	55,302	2,765
Sind	1,476	74	5,228	261
Madras	12,258	613	.....	.....
Foreign Ports	40,633	2,031	8,311	416
	2,45,823	12,291	68,841	3,442
Grand Total ...	22,44,164	1,12,209	33,16,537	1,65,826

No. $\frac{1603}{31}$

SIMLA, 6*th August* 1891.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India, Revenue and Agricultural Department, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with letter of 3rd June last, I am directed to request that you will convey to the Chamber the thanks of the Government of India for their courteous and prompt response to the request for statistics of the wheat traffic during April and May last.—I have, &c.,

J. W. P. MUIR-MACKENZIE,
Under-Secretary.

THE BOOM IN WHEAT.

The following is the full text of Mr. O' Conor's memorandum on the boom in wheat :—

The recent sudden increase in the exports of wheat from India has caused some anxiety in various quarters in view of the high range of prices which is now prevailing. In the native press the Government has been repeatedly reproached for permitting the export of wheat while the pinch of high prices is felt, the reproach being based on the antiquated Oriental idea that the ruler is the father and mother of his people and should arrange that they should always have abundance of food at low prices. In the old days when there was practically no interchange of foodstuffs between countries separated by the sea, and each country only produced what was required for its own consumption, this idea was carried into effect by storing grain in years of abundance as a provision against succeeding years of scarcity. In the present day when people have ample opportunity of selling their surplus stock to strangers from over the sea, the idea is realised in half-civilised Oriental States by the prohibition of exports when scarcity threatens and prices range high. In Persia, Asiatic Turkey, Siam, and some other countries this is done from time to time, and it is this example which the native press wishes the Government of India to follow. As this exhortation is not confined to the native press and has been taken up and preached by some who ought to know better, it is desirable to treat the matter in some detail and to show that the call for prohibition, or for duties on export which would be prohibitive in practice, is based not on reason and reflection, but arises out of a limited range of vision and confusion of mind.

FAILURE OF THE EUROPEAN WHEAT-CROPS.

The causes of the recent excitement and of the large increase of prices in England have been well set out in an article in the *Economist* published on the 25th April last. From that article and other sources I summarise the facts in regard to the wheat of the world. In France the area under winter wheat was reduced by more than one-third of

the usual acreage, owing partly to the premature stoppage of sowing and partly to the destruction of the growing crop by the severe frosts of the past winter, one of the most rigorous on record. This deficiency was only partially made good by the sowing of spring wheat, the yield of which is almost invariably less than that of the winter variety in Europe, and it was anticipated when the *Economist* article was written that there would be a deficiency of at least seven million quarters in the coming harvest. This estimate was regarded as a very moderate one, and the deficiency must have been materially increased since then, for frost and snow storms occurred in England and France as late as the middle of May, doing great injury to the growing crops. Now France, as the *Economist* remarks, is next to the United States, a larger producer than any country in the world, and also the greatest consumer, and when France is a heavy buyer of wheat in competition with the United Kingdom, the effect upon market prices is apt to be greater than the actual increase in the demand would strictly warrant. The *Economist* article adds :—

"From South Russia, Germany, Holland, and Belgium too, more or less serious reports of damage to the winter wheats have been received week after week, and of late complaints have also come from parts of Austria-Hungary. Indeed, Roumania is the only considerable exporting country of Europe in which the prospects of the wheat crop appear to be decidedly favourable. Taking Europe as a whole, there is every reason to expect one of the smallest wheat crops of recent years, and the rye crop is everywhere said to have suffered more than wheat from the severity of the winter. It is of course possible that exceptionally favourable weather during the rest of the spring and summer may vastly improve the present gloomy outlook for the European harvest, but the present condition of the wheat and rye crops of the Continent as a whole is certainly bad enough to justify the advance in the price of wheat that has taken place."

The *Economist* goes further and argues that the consumption of wheat in the world generally has overtaken production, and that therefore a permanent increase in the price of the grain may be expected. It is not necessary, however, to discuss this prospect at present, and we may confine ourselves to the actual and immediate effects of the causes set forth above.

RISE OF PRICES.

In England from the third week in November to the first week in March the average price of wheat ranged between a minimum of 32s. 2d. and a maximum of 32s. 11d. a quarter. The return of the 7th March stated the average at 32s. 7d. In the following weeks the average rose swiftly, largely, and continuously :—

		s.	d.
March	14	33	2
	21	34	5
	28	35	3
April	4	36	5
	11	37	9
	18	39	0
	25	40	1
May	2	41	1

In eight weeks the average price increased by 26 per cent.

In France prices increased by 21 per cent. between January and the end of April, and the Government was compelled to meet the general demand for a temporary reduction of the prohibitive import duty by lowering it from 5 francs to 3 francs, or 40 per cent. Similar proposals were addressed to the German Government, but, as we have recently learned, without effect. Elsewhere in Europe prices rose in the same proportion.

In Victoria, where the yield of the harvest turned out to be far smaller than the official estimates, prices at the beginning of May were 25 per cent. higher than they had been a month previous.

In New York prices between January and the end of April rose about 19 per cent. although the American crop promised very well. Prices have since fallen there somewhat.

It may be said that, all the world over, the months of March and April saw wild excitement and speculation in the wheat trade with a swift upward rush of prices. India was no exception. Between the end of January and the end of April prices rose in Kurrachee by 17 per cent., in Bombay by 19 per cent., and in Calcutta by between 14 and 15 per cent. In all three places, however, prices have since fallen substantially.

Retail prices of wheat were affected more or less similarly. Between the first fortnight of January and the last fortnight of April prices rose as follows in the large centres which may be taken as representing the general course of prices throughout the country:—In Calcutta and Patna 5 per cent., in both places with great fluctuations, the prices in the beginning of March having reached a very high point, after which they fell again. In Patna in the first fortnight of May prices were only 1½ per cent. higher than in January, and in Calcutta 4½ per cent. In Cawnpore after a small rise in February prices fell until they were in May 13 per cent. lower than in January. In Delhi prices in April were 25 per cent. higher than in January, but in May they were 6 per cent. lower. In Jubbulpore there were similar fluctuations, prices falling after February and being at the end of April 9 per cent. above the level of January. At Rawalpindi prices maintain a high level, being in the first half of May 28½ per cent. greater than in January, but in the previous month they had been as much as 38 per cent. in excess. This is an exceptional case, however, local conditions concurring to keep up prices. The frontier expeditions and the great gathering at the kumbh méla at Hardwar caused a large and sudden demand, and speculation was active amongst the dealers, who anticipated the recurrence of conditions such as those which attended the Cabul campaign of 1880.

On the whole, it seems clear that the excitement which temporarily prevailed in the wheat market in India consequent on the sudden rise of prices in Europe led to a very considerable rise in both wholesale and retail prices for a couple of months, but that as the excitement passed away, prices dropped again, and that they are not now, except in the Punjab, very appreciably in excess of the prices prevailing about the end of December. Nor are they much, if anything, in excess of the prices which have ordinarily ruled since first the wheat of India found an assured opening in Europe.

EXTENT OF THE EXPORTS.

It seems to be supposed that the rise in retail prices of which complaint is made was due exclusively to the activity of the trade in withdrawing from the country enormous quantities of its food stocks. This is a misapprehension. It is true that the trade has been much more active than it was in the three preceding years, but the quantity exported has been exceeded before and will probably be exceeded again when the conditions are favourable to trade. The exports from January to May inclusive in the last six years have been as follows:—

	Cwt.
1886	8,347,995
1887	6,850,443
1888	5,589,267
1889	5,484,019
1890	4,491,145
1891	7,474,478

The exports of the last five months have therefore been actually 10 per cent. less than they were in the same months of 1886, and they are only 9 per cent. more than in 1887. So far from the exports being abnormally large the fact is that the exports in the three years preceding the present year were abnormally small. If the trade had run the course which trade ordinarily takes, our exports in the last five months ought to have been about 20 per cent. larger than in 1886 instead of being 10 per cent. smaller. The wheat trade of India has, however, always been subject to violent fluctuations resulting from two causes: (1) the uncertainty of supplies, (2) the inability of Indian wheat to compete with American or European wheats in the European market. This second cause has not yet been sufficiently understood in India, where many persons still think that our wheat competes in the European markets and displaces other wheats to the extent of our exports. It does nothing of the kind. If the dealers and millers of Europe could get sufficient European, American, Australian or Egyptian wheat to meet the demand for grain they would never look at our wheat. What we do, and what we have always been doing since the opening of the Suez Canal gave us the chance of getting our wheat to Europe, has been to supplement the deficiencies in other supplies. If it had been otherwise—if we were really able to compete with other wheats in Europe—the course of trade would have been very different. Its present dimensions would certainly have been double the dimensions of 1881-82 when we exported close on a million tons; but we have never yet appreciably exceeded that figure, and in most years our exports have been far below that quantity. The fluctuations and limitations of the trade will be apparent from the following figures (hundred weights) of the exports in each year for the last sixteen years:—

1875-76	2,498,000	1883-84	20,950,000
1876-77	5,583,000	1884-85	15,831,000
1877-78	6,340,000	1885-86	21,060,000
1878-79	1,045,000	1886-87	22,263,000
1879-80	2,195,000	1887-88	13,538,000
1880-81	7,444,000	1888-89	17,610,000
1881-82	19,863,000	1889-90	13,799,000
1882-83	14,144,000	1890-91	14,352,000

Our highest limit of export it will be seen, was less than 1¼ million tons (in 1886-87); and in each of the four years in which the exports

hovered about one million tons the activity of the trade was due to restricted exports from America or Southern Russia. Except when there have been failures of this kind the exports may be taken as averaging about 750,000 tons, and this may be taken to be the quantity which Europe requires in excess of the quantity produced in Europe and available for importation from other countries than India.

It is this uncertainty of demand which occasions the uncertainty of supplies. Given an assured and large demand for export the area under wheat would have been much larger than it is.

CAN THE EXPORT OF 750,000 TONS OF WHEAT ANNUALLY MATERIALLY AND PERMANENTLY AFFECT THE PRICES OF FOOD-GRAINS IN INDIA ?

The following figures show the area in acres under wheat, rice, and other food-grains in all the wheat-producing provinces. They are extracted from the Agricultural Statistics of British India for 1889-90 and represent only British provinces, but there is no reason to suppose that the conditions of Native States, which grow wheat are materially different. They do not, on the other hand, include Bengal, where the wheat-growing area is relatively much smaller :—

	Wheat.	Rice.	Other Food-grains.
Bombay	2,311,558	2,361,029	18,649,125
N.W. Provinces	3,369,378	4,542,308	17,112,490
Oudh	1,355,710	2,530,816	6,659,664
Punjab	6,436,087	756,976	10,790,973
Central Provinces ...	4,094,711	3,849,879	4,380,418
Berar	830,027	20,084	2,921,446
Ajmere	8,639	636	177,288
	18,406,110	14,061,728	60,691,404

Thus out of a total of 93,160,000 acres in these provinces on which breadstuffs are grown not more than 18,406,000 acres are under wheat —that is, less than one-fifth of the area is given up to the cultivation of wheat. In the North-Western Provinces and Oudh out of a total area of 35½ million acres under breadstuffs there are only 4¾ million acres under wheat, or say 13 per cent. of the area yielding food-grains.

If we take it that land under wheat covers 20 per cent. or one-fifth of the whole land in India growing food-grains, and if seven million tons of wheat are taken (according to the estimates of the Agricultural Department) to be the total yield of Indian wheat, then, as we export on an average only about 750,000 tons out of that quantity, it follows that we export in the form of wheat not more than about 2 per cent. of all the foodstuffs we grow. This estimate, however, is certainly excessive, for if Bengal, Madras, and Burmah were included we should find that the exports of wheat were probably not more than 1 per cent. of the food-grains produced. From January to the end of May we have as yet exported only about 374,000 tons of wheat, or say 1 per cent. of the foodstuffs we grow, and these 374,000 tons are only about one-twentieth part of the wheat which has been yielded by the harvest just gathered. The excess of the Punjab wheat harvest just

reaped over last year's crop amounts to 468,000 tons, being thus much more than the whole quantity exported to the end of May. In the North-Western Provinces and Oudh also there is an excess of 287,000 tons.

It may be granted that the price of the wheat which is exported determines the price of the bulk of the crop which is not exported. But it is manifest considering the insignificant proportion which the quantity of exported wheat bears to the whole of the food stock produced in India, that the export of wheat has no appreciable effect on the stock of available food in the country, and also that its price does not determine the prices of other food-grains, barley, jowar, bajra, rice, and maize. It has frequently been found that the price of jowar and bajra and other grains has been low while that of wheat has been high. On the other hand when the price of those other grains has ruled high the price of wheat has always forthwith risen in sympathy. The reason is simple. The price of those other grains, which constitute the bulk of the food-supply and are not largely exported, is dependent on the seasons: if they fail and stocks run low wheat is required to take their place and its price rises: if the stocks of these other grains are abundant an export demand for wheat has as little practical effect on their prices, though it may raise the price of wheat, as an export demand for cotton would have on the price of jute.

WOULD THE CESSATION OF EXPORTS OF WHEAT ADD TO THE STOCK OF FOOD IN INDIA?

It should be borne in mind that a considerable proportion of the wheat which is exported is grown specially for that purpose and for that purpose alone, and that if this demand for export did not exist the farmer would not grow the wheat. Consequently while the discouragement or prohibition of exports would not, as shown above, have the immediate effect of adding largely to the stock of foodstuffs, it would have the ultimate effect of reducing it in exact proportion to the average quantity exported.

So far is the exportation of wheat from being a cause of famine or famine prices that a high authority has held practically the reverse to be the case. Sir E. C. Buck wrote as follows in a memorandum on the wheat crop of 1887-88, the conditions of the time being in some respects similar to those of the present time. The remarks were these:—

"It is interesting to note that the circumstances above represented lead to the conclusion that the existence of a large wheat export is of importance to India in providing what may be termed a safety-valve against famine. As soon as any serious diminution occurs in the food stocks prices go up above the limit at which it is profitable to export wheat and keep in the country a large supply of food over and above the outturn of the area originally intended for home consumption. If, on the other hand, the European demand were confined to oilseeds, cotton, and other non-edible produce, no such protection would be afforded. From this point of view it is a positive advantage, and not, as some have feared, a danger to India, that contemporaneously with the growth of facilities for transport, a trade in wheat has

been established and has tended to prevent what would have been a real cause of anxiety, the excessive substitution of non-edible for edible products."

It is not, I think, quite accurate to suggest that there need be any real cause for anxiety in the substitution of non-edible for edible crops. Such substitution would only be made if it were more profitable for the farmer to grow regularly non-edible products instead of food. Being more profitable he would be in a position to pay a higher price for food imported either from foreign countries or from other tracts of the same country less well-adapted than his own for the cultivation of the more profitable non-edible crop. This being so, a stimulus would be given to the production of food-grains for him, and the prices of such grains would by the competition which would ensue not be enhanced above the point at which he could afford to pay for imported food and yet be better off than if he had grown the food himself. But what Sir E. C. Buck wrote in regard to the operation of supply and demand on the prices and export of wheat, and the consequences thereof to the country, is perfectly true.

SUMMARY OF THE FACTS.

The facts as regards the present scare may be thus briefly summarised: An unusually rigorous winter severely injured the wheat and rye crops in Europe, and prices rose in a few weeks from 20 to 25 per cent. Every wheat-producing country in the world, including India, hurried to profit by this condition of the market, and prices rose everywhere more or less in sympathy with European prices. This rise of prices in India did not for a time interfere with the export trade, because the rise was not so great as in Europe, and while it was in progress the exchange value of the rupee was falling. Both these conditions assisted speculation, and there was a keen struggle to take advantage of such a favourable market, especially when it was anticipated that the rupee would continue to decline in exchange value and therefore leave larger profits upon transactions entered upon when the rupee was at a higher level. On this speculative basis very high prices were paid for wheat for a time, and the first holder of stocks profited enormously. While all this was going on, locusts were marching through the Punjab and causing a scare not entirely justified by the actual damage done; military expeditions and religious pilgrimages on a large scale were in progress, and the public were freely warned in the press that the weather conditions pointed to a failure of the monsoon. Everything, in short, concurred to raise prices and keep them at the high level they maintained until the reaping of the spring harvest and a quieter state of affairs in the wheat market brought about a tendency to a fall. With the fall in price there has also come about, as a result of later intelligence from Europe and from the United States where there is a prospect of a bountiful harvest, a quieter state of the export market. Freights have risen largely, and it is not probable that the export trade for the rest of the year will be at all as active as it has been in the last three months.

INFLUENCE OF EXCHANGE.

In some quarters "the low rate of exchange" has been held to be a main reason of the active export trade. This is an error. It is the constant tendency to a fall in exchange which has encouraged specula-

tion, but if exchange instead of falling from 1s. 6½d. to 1s. 4¾d. had fallen in the same interval from 1s. 9d. to 1s. 7d.—that is, if the average rate had been largely higher than the rate which has prevailed—the effect would have been the same. While exchange is rising importers hasten to bring in their goods, and when it is falling exporters hasten to ship their goods for in each case a transaction which has been begun on a certain basis of exchange will bring in a much larger profit than was anticipated if, before the goods are sold, exchange rises for imports or falls for exports. It is a purely temporary stimulus which disappears with the readjustment of prices and freights which always takes place, but while it lasts it induces speculation, and if the course taken is steadily upwards or steadily downwards it causes a profit to the importer or exporter. It is this temporary effect of fluctuations of exchange which has caused the "practical man of business" to assert that a low exchange is beneficial to the country because it encourages the export trade, and thereby to show that he has not been able to reason out the question.

THE THEORY OF THE PROHIBITION OR RESTRICTION OF EXPORTS.

Let us now consider the principle on which the cry for a restriction or prohibition of exports of food is based. It is said that such restriction or prohibition is for the good of the people as it will prevent the depletion of food stocks and lower prices which cause distress.

The consideration of export duties generally leads to the conclusion that they are only permissible at all (1) exceptionally when, in time of war, the exportation of certain articles would be an advantage to the enemy, or (2) generally when the commodity on which they are levied is a monopoly of the country, whence it is exported, when no other article can be substituted for it in the consuming country, and when it is so indispensable that its consumption cannot cease or be materially restricted. When these conditions attach to a commodity the tax is paid by the consumer, and it would be legitimate enough for any Government to levy a tax on the foreign consumer of a native product as long as the tax did not restrict or injure the trade. But it is obvious that a tax must of necessity *pro tanto* restrict consumption in a greater or lesser degree, and it is also certain that the tax which is levied and paid before the article leaves the country is repaid to the exporter with interest. An export duty of four rupees a ton levied in India would probably involve the payment by the foreign consumer of five rupees a ton, and what might be regarded as a moderate tax in the place where it was levied might be so augmented by the time the article reached the consumer as to have a practically restrictive effect on consumption. There are, however, no articles of which it can be said that they are not produced in any other country or that they cannot be replaced by some substitute, or that their consumption cannot be dispensed with.

Indian rice, for example, is not such an article, and if it is argued that the trade is not restricted by the export duty, the answer is, in the first place, that it is very questionable whether the trade has not in fact been barred from much more rapid expansion, and, in the second place, that if it has thriven it is because our chief competitors in Java, Siam, and Japan do not work under such favourable climatic

and other conditions as we do, and that, being moreover much further removed from the places of consumption, the increased cost of transit about counterbalances our export duty. If those countries were closer to Europe and their material conditions approximated to those of Lower Burmah or Eastern Bengal, either our export duty on rice would have been removed before this or the trade would have ceased.

The argument applies with far greater force to wheat. Here we step in to supply a small proportion of the requirements of Europe, not the main supply as in the case of rice. This supply could be obtained elsewhere after a time, in countries much closer to the consuming market than is India, if we so artificially raised the price by an export duty as to make it advantageous for those countries to enter the market. Our wheat is taken because it is cheap: let the price be enhanced, and it will become worth the while of other countries to supply the market with as good an article at the same or lower prices. Our export trade will then cease or be so materially diminished as not to be worth consideration. Prices here may fall, but they will not fall permanently, nor will there be, as supposed, any larger stock of wheat in the country for the consumption of the people. The immediate effect of an export duty which will be so high as to have a seriously restrictive effect, or of a prohibition, will be a fall in price, as wheat which was grown and intended for export will remain in the country and the price will be lower. But it will be lower to the Indian producer, not to the Indian consumer. The owner will store it rather than sell it immediately at a loss: he will hold it against a rising market or a season of deficient crops: meanwhile he will buy no more wheat from the cultivator or will offer him an unprofitable price: the cultivator will promptly restrict or cease a cultivation which is no longer profitable; and the result after the lapse of one season of such restriction or prohibition of trade will be that the area under wheat will be diminished in exact proportion to the quantity which would have been exported. There will be no additional supply of food in the country; prices will not be lower than while exports were in progress, for the stimulus to increased production given by the export trade will have ceased to operate; and the cultivator's profits being smaller with the decrease in cultivation he will have smaller resources from which to meet an emergency when seasons are adverse.

The mistake which the advocates of this course of action make is to suppose that when the object for which an article is produced has ceased to exist the production of the article will continue. It should, however, be obvious that a man will not produce where he cannot sell at a profit.

If it is urged that the adoption of such a course is proposed only to meet an emergency, the answer is that if the emergency is real the matter will right itself automatically. As soon as prices rise to a point where it is more profitable to sell in the country than to export, exports will cease and the wheat be diverted to local consumption. But if it is proposed to interfere with the ordinary course of trade and to compel a man to sell locally at a lower price than he would obtain by exporting, this is equivalent to robbery. The wheat has been grown for export, the consumer in another market is prepared to pay more for it than the consumer in the local market, but the owner is

not to be allowed to reap the profit of his industry and energy! If this were done once, there would be no guarantee against its repetition, and no man would enter upon a trade to which such a risk was attached in addition to the other risks he might be prepared to face, for it might happen at any time that by an arbitrary decree of State his property would be diminished in value by ten, twenty, or fifty per cent. Temporary interference would have, in fact, precisely the same effect as a formal and permanent prohibition, or the imposition of a permanent export duty, and it would be accompanied by gross injustice to individuals. In the one case we should have a mischievous and useless law: in the other case we should have an equally useless and far more mischievous interference with private rights and property. The public would have the strongest reason to complain of such official action, and if it imputed motives for interfernce, the imputation could not be regarded as unnatural. The course of procedure which is recommended is one which has been rather favoured by the Ottoman officials in Asiatic Turkey with the actual results that have been mentioned here as likely to follow. How can it be expected that men will engage in a business which may at any time be arbitrarily stopped by official decree? It is only the assurance that he may reap profitably which will induce a man to sow industriously.

It is argued, however, that the cultivator does not reap the profit, that it all goes to the *banya*, and that, therefore, it would be proper to mulct the *banya*. Assuming that the *banya* does get all the profit, the reasoning which would single him out as a special victim does not seem to be sound. If all the profit goes to him he is practically the owner of the land and the cultivator is his servant. Now, if we want to relieve certain classes from the pressure of high prices why should we pitch upon a certain individual to stand the racket? If relief is to be given from scarcity or from the pressure of scarcity prices, it appears to me that the whole community should contribute, and that we have no right to point to a particular class, for the reason that it is profiting much from money-lending, and say that the industry of that class must cease, or be put under restriction to allow of the diversion of its profits to the poorer members of the community. This argument resembles the argument against the Jews in Russia and Germany, and the principle involves the worst kind of spurious Socialism. If the *banya* is a criminal, let the law restrain him; if he is carrying on lawful business, do not single him out for special treatment as if he were a criminal.

It is not the *banya*, however, who would be exclusively injured; the cultivator, who is said to be his bondslave, would be probably even a greater sufferer. He grows wheat for the *banya* because it is the most profitable crop he can grow for the payment of his rent or the land tax and of his debt to the *banya*. If there were anything more profitable than wheat—such as cotton or linseed, or anything else—he would grow it instead, even if the *banya* was anxious that he should sow wheat. He finds the wheat most profitable because the *banya* will buy it freely to sell for export. But this proposal will at once make wheat unprofitable to the cultivator, for the *banya* will not buy it at all, or at a very reduced price, and the cultivator is deprived of the power of meeting his engagements to the *banya* and also to the owner of the land or the State.

Further, it is not universally the case that the cultivator grows for the *banya* who pockets all the profits ; and wherever this is not the case the proposal would hit the industrious and enterprising cultivator just as hard as it would hit in other places the unworthy *banya*.

Let us again consider for whose benefit the reduction of price is to be effected by the violent interference with trade which is suggested. It has been shown above that the area under wheat is on the whole much less than one-sixth of the whole area under food-grains in India. It is probably not more than one-tenth, and it is certain that wheat is the ordinary food of not one-tenth of the population.

That tenth also is not the "submerged tenth"; it is, on the contrary, that section of the population which is best off and best able to take care of itself in times of emergency. Can State interference be justified for the purpose of cheapening wheat—assuming that this result would be achieved—to this fraction of the population ? At most we should add one or two per cent. to the food-stocks and by so much assist that section of the consumers who are not the most in need of assistance, but in doing so we should injure the producer who is also a consumer.

CONCLUSION.

On a review of the whole case it would seem—

(1) that the scare which has been raised is at least premature, for prices are not rising and exports are not increasing ;

(2) that even if exports were continuing there would be no real occasion for a scare having regard to their relative insignificance and to the certainty that they will cease before prices reach the point where public intervention for the assistance of the poor becomes necessary !

(3) that even if the emergency were quite real and its magnitude great, the proposal which has been made to interfere with trade is radically unsound and improper in principle ;

(4) that if the proposal were carried into effect it would not and could not have the effect desired by those who make the proposal ;

(5) that if an emergency should overtake us by failure of the monsoon the depletion of stocks of food and the increase of prices should be remedied by importation not by unnecessary interference with exportation.

The tables in the appendix give the figures of exports of wheat from January to May in each of the last five years ; retail prices of wheat at six large centres and wholesale prices at Calcutta, Bombay, and Kurrachee ; also in table D a comparison of the price of wheat and jowar in 1890, and the latest date for which figures are available in the present year with prices in former years when scarcity prevailed or famine was over the land. It is interesting to meet the approximation of prices last year to the ranges which prevailed in former times when scarcity or famine existed. One of the best proofs of the advancing prosperity of the country lies in the fact that a level of prices which in former years caused intense distress now causes only a certain amount of dissatisfaction.

J. E. O'CONOR.

APPENDIX.

A.—Exports of Wheat from India.

	1886.	1887.	1888.	1889.	1890.	1891.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
January ...	1,241,874	1,255,979	325,148	1,554,408	1,027,642	1,268,619
February...	799,301	489,451	330,751	578,576	514,273	579,971
March	844,401	604,079	506,680	783,873	409,391	826,597
April	1,844,694	1,703,263	1,463,318	1,145,178	1,028,762	1,730,042
May	3,617,725	2,797,671	2,963,370	1,421,984	1,511,077	3,069,249
Total...	8,347,995	6,850,443	5,589,267	5,484,019	4,491,145	7,474,478

B.—Retail Prices of Wheat, in Sers per Rupee.

	Calcutta.	Patna.	Cawnpore.	Delhi.	Rawalpindi.	Jubbulpore.
2nd half of Dec. 1880 ...	13·31	22	19·5	18	11·75	20
„ 1881 ...	14·5	20	19·25	19·25	16·25	21
„ 1882 ...	13·69	21	18·5	19·5	25	19
„ 1883 ...	12·5	20	19·5	18·5	27	23
„ 1884 ...	16·25	22	25·5	23	33	25
„ 1885 ...	14·25	21	20·25	22	23	18·25
„ 1886 ...	14·62	20	18·5	16	16	15
„ 1887 ...	14	18	13·5	13	13	14·75
„ 1888 ...	12·56	16·25	14·25	15	15	13·25
„ 1889 ...	13·25	15·5 to 17·25	16·5	17	21	15
„ 1890 ...	12·87	16·25 to 17·25	14·75	16	18	16·75
1st half of Jan., 1891 ...	12·87	13·5 to 17·25	14·75	15	18	15·25
2nd half of Jan., 1891 ...	12·37	13 to 14·75	14·25	15	17	15·25
1st half of Feb., 1891 ...	11·62	13 to 15	14·5	14	14	14·87
2nd half of Feb., 1891 ...	11·37	13 to 14·25	13·75	14	14	12·5
1st half of Mar., 1891 ...	10·81	10·75 to 12·37	14·5	14	14	13
2nd half of Mar., 1891 ...	11·25	12·37 to 15·25	15	13	14	14
1st half of Apr., 1891 ...	12·12	14·06 to 15·12	14·5	12	13	13·75
2nd half of Apr., 1891 ...	12·25	14·75 to 15·75	Notsold	15	14	14
1st half of May, 1891 ...	12·31	14·5 to 16	17	16	14	14·75

C.—*Wholesale Prices of Wheat during January to May*, 1891.

	Calcutta (Club No. 2), per 8 maund.	Bombay (White Pessy), per cwt.	Kurrachee (White), per candy of 656 lbs.
January.	Rs. a.	Rs. a.	Rs. a.
1st week	2 15	4 9¾	25 2
2nd week	3 0	4 10	24 0
3rd week	3 0	4 9	24 0
4th week	3 0	4 9	23 12
February.			
1st week	3 2	4 9¼	23 12
2nd week	2 14	4 9	24 4
3rd week	2 15	4 9	24 4
4th week	3 1	4 11	24 14
March.			
1st week	3 1	4 12½	25 4
2nd week	3 2	4 15	25 4
3rd week	3 1½	4 15	25 4
4th week	3 1½	4 15	25 4
April.			
1st week	3 2	5 1	25 14
2nd week	3 3½	5 2	26 2
3rd week	3 7	5 2	29 8
4th week	3 2½	5 7½	28 0
May.			
1st week	3 2½	5 1	.....
2nd week	3 2½	5 0	27 0
3rd week	3 2½	5 2	23 8
4th week	3 2¼	5 4	.....

D.—Prices in Sers per Rupee of Wheat in jowar in various districts in years of scarcity and famine and in 1890 *and* 1891.

	Wheat.	Jowar.
South Behar—		
1866	14·87	20·67
1869	13·73	21·99
1873	14·78	25·83
1874	14·43	18·15
1878	13·55	18·25
1879	13·4	20·11
1888	16·32	19·56
1889	15·86	20·81
1890	16·46	20·4
1st half of May 1891	15·44	14·4
Oudh (Southern districts)—		
1865	17·3	22·96
1866	16·2	24·26
1869	12·94	17·04
1872	16·64	20·9
1873	15·88	21·08
1878	13·17	16·53
1879	15·03	22·08
1888	16·01	16 63
1889	16·14	20·38
1890	15·44	18·98
1st half of May 1891	15·57	13
North-Western Provinces (Western districts)—		
1869	11·58	15·56
1878	14·48	14·63
1879	11·72	19·88
1887	15·67	19·14
1888	14·95	17·43
1890	16·15	19·88
1st half of May 1891	15·75	17·46
Punjab (Central)—		
1868	16·42	19·88
1869	11·13	14·83
1870	15·28	23·45
1878	14·96	15·67
1879	24·08	18·25
1887	14·91	17·87
1888	16·26	19·58
1890	17·06	21·41
1st half of May 1891	15·75	17·25
Bombay Deccan—		
1863	13·15	17·34
1864	9·52	11·64
1865	9·81	14·92
1866	7·16	14·39
1867	9·88	16·81
1870	8·93	19·93
1871	10·66	18·64
1872	10·03	17·57
1873	13 47	23·43
1877	7·13	8·82
1878	6·75	10·81
1879	7·87	10·94
1880	10·08	19·78
1884	17·52	18·94
1885	14·85	18·75
1888	13·61	20·07
1889	13·4	18·42
1890	15·03	19·03
1st half of May, 1891	14·68	24·46
Central Provinces (Central)—		
1866	12·32	19·11
1869	11·94	15·67
1878	12·02	16·94
1879	11·49	16·91
1888	17·7	19·6
1889	16·27	20·26
1890	17·33	19·89
1st half of May, 1891	16·34	17·16

APPENDIX CC.

QUARANTINE.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

BOMBAY, *29th September* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Intimation has been received by telegraph from the Company's Agent at Suez that quarantine has been imposed by the Egyptian Sanitary Board against vessels arriving from Bombay, or any connecting vessels. It is probable that Aden will, in self-defence, have to follow suit as usual.

The establishment of quarantine will cause delay and great additional expense to vessels passing through the Suez Canal, but apart from this, homeward-bound passengers will be subjected to considerable inconvenience.

This has apparently arisen from the Bombay Health Report for week ending 22nd September giving the deaths from cholera as 42 in number. According to a note at the foot of the return, "of the cholera deaths 20 were reported from the Harbour." It is a matter of public notoriety that these occurred on board the Men-of-War now in Port, and have no connection with, or bearing upon, the health of the City, which I understand is generally favorable. As this is a matter which affects the mercantile community of Bombay, equally with the travelling public, I would suggest that it is one which should be taken up by the Committee of the Chamber. I feel convinced that if the Government telegraphed to the authorities in Egypt the true state of the case the quarantine would be withdrawn, and perhaps your Committee would urge this course upon Government.

It should also be borne in mind that the fact of the mail steamers having to pass through the Suez Canal in quarantine means a delay of from 12 to 24 hours in the delivery of the homeward mails.—I am, &c.,

I. M. SHIELDS, Acting Superintendent.

TELEGRAM.

BOMBAY, *7th October* 1891.

From SECRETARY, CHAMBER of COMMERCE, Bombay, to SECRETARY, GOVERNMENT of INDIA, Home Department, Sanitary, Simla.

Chamber respectfully requests Government may be pleased telegraph protest against continuation of quarantine in Egypt against Bombay. Cholera has not been epidemic in character, and deaths in week ending yesterday only eleven.

BOMBAY CHAMBER OF COMMERCE, 14*th October* 1891.

The SECRETARY to the GOVERNMENT of INDIA, Home Department, Sanitary, Simla.

SIR,—I have the honor to confirm, as per copy annexed, telegram despatched to you by direction of the Committee of the Chamber on the 7th instant.

2. In addressing you by wire under the circumstances the Committee of the Chamber were in hope that the peculiar character of this outbreak of cholera would not only enable Government to ask the Sanitary authorities at Alexandria for an immediate removal of quarantine as at present imposed, but would give the opportunity of representing how necessary it is in the interest both of trade and passengers that quarantine should not be imposed without very specific reasons. The notification on this occasion was apparently owing to the Health Reports for the week ending 22nd September which gave the deaths from cholera as 42 in number. This, no doubt, is much above the ordinary number of deaths at this season of the year, but a reference to the report shows that out of the 42, 20 were reported on board men-of-war in the harbour. These vessels had only recently arrived from sea and the cases must have originated from something introduced at their previous port of call, and being moreover beyond the control of the sanitary authorities of the Port, can scarcely be treated as deaths in Bombay at all. In the succeeding week the total number of deaths had fallen to 28, and these from their very character had evidently nothing whatever epidemic pertaining to them, as they were localised both as respects locality and class of population. In the matter of locality 12 occurred at Mazagon, 5 at Mahim, and 2 at Parel—all in the more remote parts of the Island and not within the city itself—while as respects class of population, 24 deaths occurred amongst Hindoos of the lower caste, 3 only amongst Mussalmen, and 1 native Christian. In the succeeding week the deaths were only 11, of which 5 were in Mazagon and its immediate neighbourhood, showing that as regards locality the disease had not moved and was rapidly disappearing. It was, moreover, evidently confined to the same class of population, namely, 7 being Hindoos of the lower caste, 2 Mussalmen and 1 native Christian.

3. The whole of these facts point unmistakably to the outbreak of the disease being entirely sporadic in origin and not epidemic, and the Committee of the Chamber would respectfully beg to suggest that whenever circumstances of this character arise, it would be well if Government would communicate them to the Sanitary authorities at Alexandria with a view to their being taken into account when the question of imposing quarantine is considered.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4004 OF 1891.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 14*th November* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 14th ultimo, addressed to the Government of India, commenting on the recent imposition by the Egyptian authorities of quarantine restrictions against arrivals from Bombay, I am directed to inform you that as these restrictions have been removed no further action is at present necessary. The course suggested in paragraph 3 of your letter is already followed by the Government of India when there is reason to anticipate the imposition of quarantine on insufficient grounds.—I have, &c.,

W. S. HARVEY,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 18*th November* 1891.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No 4004 of the 14th instant, from which the Committee of the Chamber are glad to learn that when there is reason to anticipate the imposition of quarantine in Egypt against Bombay on insufficient grounds the Government of India make a representation on the subject to the Egyptian authorities. The restrictions respecting which the Chamber took the liberty of addressing the Government of India on the 14th ultimo, having been removed the Committee do not desire to refer again to them, but it has recently been announced in the press that an International Conference will shortly assemble in Venice to consider the subject of

the passage of the Suez Canal by vessels in quarantine, and as the question is one of great importance to the Mercantile Community of Bombay, the Committee of the Chamber would be glad to know whether Government have any information regarding it, and in event of a Conference being held whether the Government of India are taking steps to be represented thereat.

2. In the opinion of this Chamber the time has now arrived when a vigorous effort ought to be made to free the shipping trade between Bombay and Europe of the absurd restrictions which the Egyptian Sanitary Board have it in their power to impose at any moment, and if greater concessions are not obtainable they trust that Government will at least be able to secure arrangements by which vessels will be allowed to pass through the Canal without unnecessary detention.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4266 OF 1891.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *9th December* 1891.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 18th ultimo, and to state that a copy of it has been forwarded to the Government of India.—I have, &c.,

T. D. MACKENZIE,
Chief Secretary to Government.

APPENDIX DD.

STOWAGE OF NITRIC AND SULPHURIC ACIDS IN BUNKERS OR RESERVE HATCHES OF STEAMERS.

No. 1240.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, ELPHINSTONE CIRCLE,
BOMBAY, 31*st March* 1891.

To the SECRETARY of the CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith for your information and for such action as you consider necessary, copy of a letter from the Dock Superintendent (No. 10760, dated 23rd *instant*), in which he brings to notice that notwithstanding the steps taken in October last, to stop the practice, a large consignment of acid recently discharged in dock was brought in the bunker hatch of a steamer.—I have, &c.,

F. G. DUMAYNE, Secretary.

No. 10760 OF 1890-91.

BOMBAY PORT TRUST,
SUPERINTENDENT'S OFFICE, VICTORIA AND PRINCE'S DOCKS,
BOMBAY, 23*rd March* 1891.

To the SECRETARY, BOMBAY PORT TRUST.

SIR,—I had the honor to bring to your notice in my letter No. 5804, dated 6th October 1890, the case of several Dock labourers, who were seriously, and as afterwards proved in one instance fatally burnt by acids, when being landed in the Prince's Dock from a City Line steamer last September. A Resolution of the Trustees No. 518, dated 14th October 1890, followed, and I believe the local Chamber of Commerce was written to anent the danger of handling on arrival here, acids heated by stowage in the bunkers to a degree which made them explode, no matter how carefully worked on board ship and on the quays. The efforts then put forward I regret to say, have not had the effect desired, for again this month the "City of Dublin" has brought out 1,500 cases of acids stowed in the bunkers and many of the cases on being landed, burst, though most tenderly handled. Their contents ran from the broken jars out of the cases and on to the quay, where the barefooted coolies had to exercise much caution to avoid being burnt. Happily the distressing result of the past did not occur in this instance, but the risk to life and limb is none the less.—I have, &c.,

JOHN HAND, Superintendent.

BOMBAY CHAMBER OF COMMERCE, 13*th April* 1891.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I have laid before the Committee of the Chamber your letter No. 1240 of 31st ultimo, covering copy of a report of the Dock Superintendent, respecting the breakage

during landing of a recent consignment of acid from a City Line steamer, regarding which the Chamber is asked to take such action as may be deemed necessary.

Before writing to you in reply, the Committee made enquiries regarding the occurrence in question, and from the information obtained they are inclined to believe that the breakage of the jars and consequent leakage of the contents in this, as also in previous instances of a similar nature, arose not from the manner of stowage on board the steamers but from the mode of handling after landing, by which the cases were placed wrong side up on the quay. If care were exercised to avoid this in future and steps taken to prevent rough usage in handling, there seems every reason to believe, looking to the great care exercised in packing, that sulphuric and nitric acids may be imported, landed and delivered quite safely.

The trade is one of too much importance to be tramelled with any restrictions which can be avoided, and in any case my Committee would be averse to interference with shipowners who are themselves too deeply interested to omit all necessary precautions for the preservation of their own property.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1855.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, ELPHINSTONE CIRCLE,
BOMBAY, *7th May* 1891.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—I have the honor to acknowledge the receipt of your letter dated 13th ultimo, which was considered at a meeting of the Trustees held on the 5th instant, and I am directed to state that the Chamber of Commerce in arriving at the decision intimated in your letter dated 13th ultimo, do not appear to have had before them the facts of the case that caused the Trustees to ask the Chamber to use its influence in improving the conditions under which dangerous acids are carried in steamers.

2. The Committee of the Chamber, it is stated, are inclined to believe that the breakage of the jars of acids in the case referred to arose not from the manner of stowage on board the steamer, but from the mode of handling the cases after they were landed on the dock-quays.

3. There has not however been any complaint of labourers being injured on shore probably because they have learned from a bitter experience to be careful in dealing with dangerous acids.

4. The accident which caused the reference to be made to the Chamber, and which resulted in serious injury to four men, occurred not on shore, but in the hold of the steamer as the labourers employed by the steamer, or by the steamer's stevedore, and not by the Trustees, were engaged in pulling out the cases to sling them in readiness to hoist them ashore.

5. The remarks of the Chamber as to the handling of the cases on the quays do not therefore appear to be appropriate to the question under consideration.

6. The evidence seemed to show that the men who were injured were not careless, that they were merely moving out the case when it burst in their hands, and that such acids are rendered more liable to burst when stored in a place such as a bunker hatch where they will be heated.

7. It was obvious therefore if accidents of the kind were to be prevented that the first step to be taken was to arrange for the acids to be stored in a cool place, but if the bunker hatch must be used, then the course proposed by Messrs. Sir Charles Forbes and Co. might be adopted, and some time be allowed after the fires are drawn to allow of the acids being cooled before commencing to discharge them.

8. Nothing has been put forward to show that one or other of these arrangements would injure the trade, and the steamship owners would doubtless on the representations of bodies like the Chamber of Commerce and the Port Trust be quite ready to adopt measures for the security of life, even at some little inconvenience to themselves. —I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *20th May* 1891.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 1855 of the 7th instant, and with reference to the remarks in para. 3 thereof, to point out to you that the Chamber's letter of the 13th ultimo had reference specially to the recent breakage of packages of acid landed from a City Line steamer, and only incidentally referred to previous occasions, and not to the particular one in which fatal consequences ensued to Port Trust labourers.

2. My Committee trust that the representations made by the Port Trustees will tend to induce steam-ship owners to take every care in the stowage and handling of acids, but it would be beyond the scope of the Chamber to endeavour to interfere with the rights of shipowners to stow and arrange their cargo as to them seems best.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX EE.

OPENING OF THE MEREWETHER DRY DOCK.

It has an extreme length of 530 feet, a breadth at the entrance of 65 feet 6 inches, and a depth on the blocks at H. W. Ex. S. Tides of 28 feet 9 inches, at H. W. O. S. Tides of 26 feet 7 inches, at H. W. O. Neaps 23 feet 7 inches and an extra foot can be gained by taking out middle wedge. It is entered from the Wet Docks. Vessels in the Wet Docks would therefore be moved into the Graving Dock without having to go into the stream.

The Dock is intended principally for the painting and cleaning of vessels and the execution of very slight repairs. Its use for heavy repairs will only be given in special circumstances.

The terms are as follows, and will include removal of vessel from Graving Dock entrance into Graving Dock and back, docking, pumping, shoring and undocking, also the use of stages and stage-ropes for cleaning and painting :—

For the first 24 hours, with a minimum of Rs. 600..Annas 8 per ton gross tonnage.
For the second 24 hours or part thereof .. .. ..Rs. 100
For the third 24 hours or part thereof .. .. .. ,, 200

and for every period of 24 hours or part thereof that a vessel remains in Dock in excess of 72 hours, the charge of Rs. 200 will be repeated ; provided that, if the Dock be required for another vessel, a vessel that has already occupied it for 72 hours must immediately vacate or pay 8 annas per ton gross tonnage with a minimum charge of Rs. 600 a vessel for every 24 hours or part thereof that she remains in occupation.

For night work Rs. 100 a night, or part thereof, will be charged extra for work done in connection with the docking or undocking of vessels.

A vessel engaging the Dock and not using it will be charged Rs. 300.

The Trustees will not undertake the work of cleaning, painting or repairing of vessels. Licenses to do such work in their Graving Dock will be issued by the Trustees to approved persons, and Owners, Agents or Masters will have to make their own arrangements with the Licensees.

No commission or other fees will be levied by the Trustees on stores, &c., brought, either by land or water, into the Dock for cleaning, painting or repairing.

APPENDIX FF.

IMPROVED CONVENIENCES FOR EMBARKATION AND DISEMBARKATION OF PASSENGERS IN BOMBAY HARBOUR.

BOMBAY CHAMBER OF COMMERCE, 22*nd June* 1891.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Chamber to enquire what decision the Trustees of the Port have arrived at regarding the representations made by the Chamber respecting the improvement of landing appliances in the harbour. The Committee would also feel obliged if the Trustees would allow them to inspect the designs for the proposed pavilion at the end of the Apollo Bunder which, they understand, have already been up for discussion.—I have, &c.,

JOHN MARSHALL, Secretary.

No 2617.

BOMBAY PORT TRUST, 3*rd July* 1891.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 22nd ultimo, I am directed to state that the Board have had under consideration various schemes for the construction on Mody Bay of a pier of some length, but the estimated cost in every case was very large, and the Board do not think that the advantages to be gained would be such as would compensate for the very heavy expenditure. Their intention is therefore to construct, at an estimated cost of Rs. 10,625, a short pier 50 feet in length and provided with suitable landing steps in continuation of the Ballard Road, and close to the new offices of the Trust on Mody Bay Estate.

2. This pier will, it is believed, answer all ordinary purposes, and the design is such that it can be prolonged if experience should at any time show this to be desirable. The work will take only a few months to complete, and will be commenced immediately the sanction of Government has been received.

3. It will be well to bear in mind that when the Government Wet Basin Works are completed the Port Trust landing place at the Customs Bunder will be greatly improved with six feet of water at low water spring tides, convenient flights of steps, &c.; and that it will thus be of very much greater use to the public than it has ever been hitherto.

4. I am directed to send for your inspection, as requested, a drawing of the pavilion proposed to be erected on Apollo Pier at a cost of Rs. 15,000, and also a model of the pier with the proposed pavilion in position.

5. I am to ask you to return the drawing in the course of two or three days, as it is in use in the Engineer's office.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 14*th July* 1891.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I have laid before the Committee of the Chamber your letter No. 2617 of the 3rd instant, and in thanking you for the model and plans of the proposed pavilion on the Apollo Bunder—which are returned herewith—I am to say that the Committee consider it would be a decided improvement if the pavilion were so constructed as to project over and entirely shade the foot-path at the end of the Bunder, the supports, if need be, to be placed on the parapet wall. They also think that the usefulness of the pavilion would be greatly improved by extending it in front so as to cover the top of the steps—the first landing-place below the level of the Bunder. This, the Committee think, could easily be arranged in keeping with the style of the pavilion and without adding very materially to the cost. The plans and models do not show very clearly whether it is intended to provide any weather-boards for use during the monsoon, but they have no doubt the Trustees have not lost sight of this point, and that the pavilion will be so arranged as to prevent rain drifting into it.

2. With reference to the suggested pier on the Mody Bay Estate in continuation of the Ballard Road, the Committee direct me to express the regret with which they learn that the Trustees have not taken any action for the improvement of the accommodation for the landing and embarkation of passengers as originally suggested by the Chamber in its letter of 9th July 1890, but pending the completion of the Custom House Bunder, and fuller information as to what accommodation that will afford for the passenger traffic of the Port, the Committee refrain from dealing with the matter further at present.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4353.

BOMBAY PORT TRUST, 4*th November* 1891.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—With reference to your letter of 14th July last, I am directed to inform you that the Trustees have carefully considered the suggestions made with a view to improving the design of the pavilion; but have come to the conclusion that it will be better to carry out the work as designed and sanctioned.—I have, &c.,

A. SMYTHE, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd September* 1891.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—In continuation of the correspondence on the subject of improved accommodation for the landing and embarkation of passengers in the Harbour, terminating with my letter of the 14th July, I am now directed to inform you that the Committee of the Chamber, having had an opportunity of inspecting the plans for the alterations now being effected at the Custom House Bunder, are of opinion that they could be much improved at a very moderate additional expense.

2. The nature of the improvements which the Committee would suggest would be the widening of the steps which are to be built in the Arsenal Basin, and the improvement of the means of approach for the public either through the Custom House or by means of the Import or Export gateways : and the Committee of the Chamber would invite a consideration of the matter by the Port Trustees at the earliest convenient opportunity.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4264.

BOMBAY PORT TRUST, *29th October* 1891.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—I have the honour by direction to inform you that your letter dated 2nd September regarding certain improvements at the Custom House Bunder was after due investigation considered by the Trustees at their meeting on 27th instant, and I am directed to reply that, as it is, the wharf opposite the steps will, on the new pier, be 42′×6′ wide only, and at the head of the basin only 22′×6′, and that the Trustees think it would be very undesirable to further decrease these already narrow widths by widening the steps, which will, moreover, the Trustees think, be found to be quite sufficient for the traffic. Also the Trustees would, should there be no objection on the part of the Customs authorities, not object to a trial being made, during the first S. W. monsoon after the Customs Bunder is re-opened to traffic, of allowing carriages to pass on to the Bunder (not the 50′ pier) entering and leaving by the Import gate. It is possible that during the S. W. monsoon carriages on the Bunder would not so seriously interfere with traffic as to render it necessary to prohibit them.—I have, &c.,

A. SMYTHE, Acting Secretary.

APPENDIX GG.

FORMS OF BILLS OF LADING IN USE IN BOMBAY.

KARACHI, SCINDE, *August* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—My treatise on the Law of Bills of Lading being out of print, and as the publishers urge the publication of another edition, there being a growing demand for the work, I intend, with the assistance of my son, Mr. Sidney Percy Leggett, of the Middle Temple, Barrister-at-Law, issuing as soon as practicable a second edition, and in order to make the work as complete as possible, I will esteem it a favour if you would send me copies of any new form of Bill of Lading which may have come to your notice since the publication of my work.

Your opinion as to whether the publication of the forms of Bills of Lading used in the different trades is considered of practical value, and any other suggestions you may be good enough furnish me with regarding Bills of Lading will be most acceptable.—I have, &c.,

EUGENE LEGGETT,
Solicitor and Notary Public.

BOMBAY CHAMBER OF COMMERCE, 23*rd September* 1891.

EUGENE LEGGETT, Esq., Karachi.

DEAR SIR,—In reponse to the request conveyed in your letter of August 1891, I am now directed to wait upon you with copies of the various forms of Bills of Lading regularly in use in this Port which, the Committee trust, may prove of service to you in connection with the contemplated new edition of your work on Bills of Lading.

With reference to your enquiry my Committee are of opinion that the publication of the various forms of Bills of Lading is of very doubtful value, as they are subject to so many and frequent changes and alterations.—I am, &c.,

JOHN MARSHALL, Secretary.

KARACHI, 29*th September* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have to thank you for your favour of 23rd instant, with accompaniments of forms of Bills of Lading used at your port, and for which I am much obliged.—Yours, &c.,

E. LEGGETT.

BOMBAY, 12*th January* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—We have had some correspondence with Messrs. Turner, Morrison & Co., of this city, regarding a new Bill of Lading form which they wished us to accept for cargo shipped per "Inchlonga" (s.) Without going into the various questions which have arisen, for our neighbours agreed to delete the clauses objected to, we wish to have the opinion of the Chamber whether any Steamer Agent is justified in issuing a Bill of Lading form, such as the one enclosed, and heading it "Eastern Trade Bill of Lading Homewards, via Suez Canal." Messrs. Turner, Morrison & Co. contend that as the Chamber withdrew its sanction to the old Bill of Lading bearing this heading, they are justified in issuing a new one of their own and heading it in this way.

We contend that the old Eastern Trade Bill of Lading is still in existence in so far as it is used by the "City Line," and a considerable number of outside boats, and that it is to say the least misleading for any firm to issue a new Bill of Lading with the old title of "Eastern Trade" as a heading.—We remain, &c.,

LYON & Co.

BOMBAY CHAMBER OF COMMERCE, 14*th January* 1892.

Messrs. LYON & Co., Bombay.

DEAR SIRS,—I have laid before the Committee of the Chamber your letter of the 12th instant, with the accompanying copy of Bill of Lading. In the opinion of the Committee it is decidedly undesirable, owing to the great variations in terms of Bills of Lading now in use in Bombay, that any firm should describe their particular form as "The Eastern Trade Bill of Lading Homewards," that heading being likely to convey to shippers the idea that the form is the same as that previously sanctioned by the Chamber. As, however, the Chamber has formally withdrawn its sanction to the Eastern Trade form, and the members of the Chamber and shippers generally are well aware of this withdrawal, the Committee do not see that they are in a position to take any definite steps with respect to the Bill of Lading you have submitted.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX HH.

COMMERCIAL EDUCATION SCHEME OF THE LONDON CHAMBER OF COMMERCE.

BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C., 20*th May* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have much pleasure in forwarding you, under separate cover, all the papers in connection with the Commercial Education Scheme of this Chamber; and should be obliged if you will kindly inform me whether your Chamber would be disposed to offer the same inducements to candidates as this Chamber, and hold a local examination under the Scheme. I am writing at the suggestion of a correspondent at Trichinopoly who informs me that he believes a good number of candidates would be forthcoming.—I am, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 16*th June* 1891.

The SECRETARY, LONDON CHAMBER of COMMERCE, London.

DEAR SIR,—I am directed by the Committee to acknowledge the receipt of your letter of 20th May, accompanying papers in connection with the Commerical Education Scheme of your Chamber, and asking whether this Chamber would be disposed to offer similar inducements to candidates and hold a local examination under the scheme.

2. The Committee desire me to say that the scheme is one which they do not feel disposed to attempt here, as it contemplates dealing with an educated class which is practically non-existent in Bombay apart from the University System of Education.

3. I have, however, by direction, forwarded copies of the papers in question to the Director of Public Instruction under the Bombay Government with an intimation that, as the Committee of the Chamber consider the course of study and the subjects enumerated particularly well adapted for students contemplating commercial life here, they would be glad if he would give the matter his consideration in connection with education in this presidency.—I am, &c.,

JOHN MARSHALL, Secretary.

BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C., *8th July* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am in receipt of your favor of the 17th ultimo, and am pleased to note that you were good enough to forward the papers in connection with the Commercial Education Scheme of this Chamber to the Director of Public Instruction under the Bombay Government, with an intimation that the Committee of your Chamber considered the course of study well adapted for students contemplating commercial life.

My letter of the 20th May was prompted by a correspondent at Trichinopoly, who informed me that he had every reason to believe that a number of candidates would be forthcoming if an examination under our scheme could be organised.—Believe me, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, *15th June* 1891.

The DIRECTOR of PUBLIC INSTRUCTION, Bombay.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to wait upon you with copies of papers received from the London Chamber of Commerce relating to the Commercial Education Scheme of that Chamber.

2. The Committee regret that they do not see their way to the effective adoption of this scheme in Bombay, as it appeals to an educated class outside of and apart from the University System which does not really exist, but the subjects of examination are such as would be particularly valuable to students contemplating a commercial career, and my Committee consider you might possibly see your way to encourage a special commercial course in connection with the regular system of pubic education.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1686 of 1891-92.

POONA, *20th June* 1891.

From the DIRECTOR of PUBLIC INSTRUCTION, Poona, to the SECRETARY of the COMMITTEE of the CHAMBER of COMMERCE.

SIR,—I have the honour to acknowledge receipt of your letter of the 15th instant.

2. A new school for Parsis is being started in Bombay, and I will invite the attention of the promoters of this new school to the papers enclosed in your letter.—I have, &c.,

K. M. CHATFIELD,
Director of Public Instruction.

THE BYRAMJEE JEEJEEBHOY PARSEE CHARITABLE INSTITUTION,

BOMBAY, *7th July* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—With reference to your letter, dated the 15th ultimo, to the Director of Public Instruction, and his reply No. 1686, dated the 20th idem, I beg to inform you that Mr. Chatfield has been good enough to favour the Trustees of this Institution with a perusal of the examination papers set for Junior Commercial Certificates published by the London Chamber of Commerce, and other papers accompanying your aforesaid letter. It has, from the beginning, been the intention of the Trustees to make Commercial Education a feature of the new school, which they are about to establish, and they are glad to see that they are likely to receive encouragement in this from the Chamber of Commerce, and the Educational Department.

As the Trustees are desirous of possessing a copy of each of the accompaniments of your letter to the Director of Public Instruction, you will greatly oblige them by furnishing me with the same should you have spare copies on hand, and if you have not, I have to request that you will kindly write and get for us copies of these and other papers published by the London Chamber of Commerce which are likely to be of use to us in the work we have undertaken. The Trustees will be happy to pay the cost of the same.

Thanking you in anticipation,—I have, &c.,

P. N. WADIA, Managing Trustee.

BOMBAY CHAMBER OF COMMERCE, *7th July* 1891.

The MANAGING TRUSTEE, the Byramjee Jeejeebhay Parsi Charitable Institution, Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of this date, and in reply to say that the Committee of the Chamber regret they have not in their possession any copies of the printed papers referred to. They only received one copy of each of the documents, and these were forwarded to the Director of Public Instruction. The Committee, however, will be glad to procure for your Institution all the papers on the subject, and I am accordingly writing for same to the London Chamber of Commerce by the outgoing mail.—I am, &c.,

JOHN MARSHALL, Secretary.

THE BYRAMJEE JEEJEEBHOY PARSI CHARITABLE INSTITUTION,
BOMBAY, *7th July* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I beg to thank you very cordially for your kind and prompt reply to my letter of date, and also for the trouble you have been good enough to promise to take in getting for this Institution from the London Chamber of Commerce all the papers on the subject of Commercial Education.—Yours, &c.,

P. N. WADIA, Managing Trustee.

BOMBAY CHAMBER OF COMMERCE, *8th July* 1891.

The SECRETARY, LONDON CHAMBER of COMMERCE, London.

DEAR SIR,—With reference to your letter of 20th May last, and my reply of 16th ultimo, I am directed by the Committee of the Chamber to solicit the favor of your kindly furnishing them with an additional copy of each of the printed papers received from you in connection with the Commercial Education Scheme of your Chamber, application having been made for same by a local Educational Institution to whom the question has been referred by the Director of Public Instruction, Bombay.—I am, &c.,

JOHN MARSHALL, Secretary.

BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C., *July 28th*, 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am in receipt of your letter of the 8th instant, and in reply beg to state that we are unable at present to send you a copy of the Commercial Education Scheme, as the same is out of print, and the revised edition will not be issued for a month or so. I enclose the other papers in connection with the scheme, and will have pleasure in forwarding you a copy of the scheme itself directly it is re-issued.—Yours, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, *17th August* 1891.

The MANAGING TRUSTEE, the Byramjee Jeejeebhoy Parsi Charitable Institution, Bombay.

DEAR SIR,—With reference to my letter of the 7th ultimo, I am directed to hand you the accompanying copy of a letter received from the London Chamber of Commerce, together with the papers referred to, in connection with Commercial Education. On receipt of a copy of the scheme itself, I will be glad to place it at your disposal.—I am, &c.,

JOHN MARSHALL, Secretary.

THE BYRAMJEE JEEJEEBHOY PARSI CHARITABLE INSTITUTION,

BOMBAY, 20*th August* 1891.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—In acknowledging the receipt of your letter of the 17th instant enclosing copy of the letter, dated the 28th ultimo, from the London Chamber of Commerce, I have to tender you the best thanks of the Trustees of this Institution for the trouble you have kindly taken to get for them the papers referred to in that letter in connection with Commercial Education.

I shall be much obliged to you for the Commerical Education Scheme when it is received.—Yours, &c.,

P. N. WADIA, Managing Trustee.

BOMBAY CHAMBER OF COMMERCE, 14*th September* 1891.

The MANAGING TRUSTEE, Byramjee Jeejeebhoy Parsi Charitable Institution, Bombay.

DEAR SIR,—With reference to my letter of the 17th ultimo. I am directed to hand you the accompanying pamphlet received from the London Chamber of Commerce regarding the scheme for Commercial Education.—I am, &c.,

JOHN MARSHALL, Secretary.

THE BYRAMJEE JEEJEEBHOY PARSI CHARITABLE INSTITUTION,

BOMBAY, 19*th September* 1891.

JOHN MARSHALL, Esq., Secretary, the Chamber of Commerce, Bombay.

DEAR SIR,—I am desired to acknowledge the receipt of your letter of the 14th instant, enclosing a printed copy of the Scheme of the London Chamber of Commerce for Commercial Education, and to tender to you the best thanks of the Trustees of this Institution for the trouble you have kindly taken for them.—I am, &c.,

P. N. WADIA, Managing Trustee.

APPENDIX II.

SAMPLES OF ECONOMIC PRODUCTS FOR THE IMPERIAL INSTITUTE.

CIRCULAR No $\frac{278}{I.}$

INDIAN MUSEUM (TRUSTEES' OFFICE),
27, CHOWRINGHEE, CALCUTTA, *4th March* 1891.

From the HONORARY SECRETARY to the TRUSTEES of the INDIAN MUSEUM to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my Circular letter No. 100, dated 26th July 1890, and connected correspondence, on the subject of a collection of Indian Products for the Imperial Institute, I have the honor, by direction of the Trustees of the Indian Museum, to inform you that they have recently reported to the Secretary to the Government of India, in the Revenue and Agricultural Department, the great difficulties and expense involved in fulfilling the requirements of the present lists of products; and, as the result of these communications, the present circular letter is issued, at the suggestion of the Government of India.

2. It has been decided to considerably modify the present lists of products with a view to minimising both the trouble to Collecting Officers and the cost of the collection. Meanwhile, I am to ask you to be good enough (*a*) to send in at once those articles which you have actually collected; to be followed as soon as possible by (*b*) those articles for the collection of which your arrangements have already proceeded so far as to make it inconvenient or inexpedient to countermand your orders now. In regard to all other articles, I am to ask you (*c*) to entirely suspend collecting operations until you shall be in possession of the revised lists, which will probably be issued in August next.

3. In order that (*i*) the accounts may, as far as possible, be adjusted during the current financial year, and (*ii*) the necessary funds provided to meet future liabilities, I am to ask that on receipt of this letter you will kindly send me a bill of the charges incurred in respect of (*a*) the articles actually collected, and with it, an estimate of the amount likely to be incurred (prior to July next) in respect of (*b*) those articles for the collection of which you have already made arrangements that cannot now conveniently be upset.

4. You will observe that the foregoing paragraphs set forth the action that I am to ask you to be good enough to take in respect of two matters connected with the despatch of the products themselves, and of two matters connected with the cost of these products. In the event of your having already taken the necessary action on one or other of these points, I am to invite the favor of your early attention to those that remain.

5. Letters and parcels connected with this collection may be addressed to the Assistant Curator, Economic and Art Section, Indian Museum.—I have, &c.,

W. KING, Honorary Secretary.

BOMBAY CHAMBER OF COMMERCE, 17*th June* 1891.

The HONORARY SECRETARY, INDIAN MUSEUM, Calcutta.

SIR,—With reference to your Circular letter No. $\frac{278}{I}$ of the 4th March last, I have now the honor, by direction of the Committee of the Chamber of Commerce, to advise having despatched to your address, by passenger train, a box containing the following samples of cotton and wheat for transmission to the Imperial Institute, London. A duplicate set of the wheat samples is also sent for the use of the Indian Museum, Calcutta :—

Cotton.	*Wheat.*
Fine Broach	
„ Hingunghat	Hard Red
„ Oomraoti (Medium Staple)	Khundwa Wheat
„ Bengal	Soft White Pissi
„ Dhollera	Hard Yellow.
„ Dharwar	

I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{230}{XVI-230}$ OF 1891-92.

ECONOMIC AND ART SECTION, INDIAN MUSEUM,

No. 28, CHOWRINGHEE, CALCUTTA, 30*th July* 1891.

From EDGAR THURSTON, Esq., in charge, Economic and Art Section, Indian Museum, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge, with thanks, the receipt of the samples of cotton and wheat which the Committee of the Chamber of Commerce, Bombay, have sent for the Imperial Institute, London, and the despatch of which was advised in your letter dated the 18th and 20th ultimo.—I have, &c.,

EDGAR THURSTON, Officer in Charge.

No. 5239 OF 1891.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *August* 1891.

From T. D. MACKENZIE, Esq., C.S., Chief Secretary to the Government of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of a Resolution passed by this Government, No. 5237 of to-day's date, and of its accompaniment on the subject of the collection of Economic Products for the Imperial Institute.—I have, &c.,

T. D. MACKENZIE, Chief Secretary to Government.

No. 5237.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 1*st August* 1891.

Circular letter from the Secretary to the Government of India, Revenue and Agricultural Department (Museums and Exhibitions), No. 7—21-M. & Ex., dated 17th July 1891—Communicating a scheme for the maintenance, renewal and development of the collection of economic products supplied to the Imperial Institute.

RESOLUTION.—The arrangement proposed by the Government of India may be accepted, and a copy of the Circular should be forwarded to the Director of Land Records and Agriculture for information and guidance.

2. The Director should put himself in communication with the Secretary to the Conference at Calcutta and before proceeding to spend any part of the Rs. 500, he should submit a scheme to Government for approval.

3. Copies of the Circular should also be forwarded to all Commissioners, Collectors, Conservators of Forests, the Principal, College of Science, Poona, the Curator, Victoria and Albert Museum, Bombay (through the Municipal Commissioner for the City of Bombay), the Superintendent, Empress Gardens, Poona, the Superintendent of Mahableshvar, the Principal, Sir Jamshedji Jijibhai School of Art, the Superintendent, Medical Stores (through the Surgeon General with the Government of Bombay), the Honorary Secretary, Museum, Karachi, and the Secretaries to the Chambers of Commerce, Bombay and Karachi.

4. The date fixed for the Conference in Calcutta precludes the Director of Land Records and Agriculture from attending it this year.

5. The Governor in Council would be glad if Mr. Ozanne, who will shortly proceed on leave, would take the opportunity to interview the Secretary to the Revenue Department in the India Office, with a view to getting any information that may be useful to the Director of Land Records and Agriculture in forming his collection of products.

T. D. MACKENZIE,
Chief Secretary to Government.

Circular letter from Sir E. C. Buck, Kt., Secretary to the Government of India, Revenue and Agricultural Department—Museums and Exhibitions, No. 7—21-M. & Ex., dated 17th July 1891.

I am desired to communicate the information that Her Majesty's Secretary of State has sanctioned the expenditure of a sum not exceeding Rs. 10,000 a year by Imperial and Provincial Governments on the maintenance and development of collections at the Imperial Institute. This expansion of Indian contributions, which have been limited hitherto to a single grant of Rs.10,000, is due to the representations of the Government of India that unless a collection of economic products and commercial manufactures is renewed and kept up to date, and also made the subject of continuous investigation, the initial collection will in a short time become of little value.

2. It has been urged that the contributions from India to the Imperial Institute should be placed on such a footing as to afford the best chance of securing some benefit in return to this country. To achieve this object two principles should in the opinion of the Government of India be observed. The first is to interest by direct methods the officials and leading commercial men in each Province or Native State in the representation of their local interests. The second to make provision for such scientific investigations by experts in England as cannot easily be conducted in this country in connection with the properties and uses of Indian commercial products.

3. Holding these views, the Government of India consider that the provincial authorities should have control of some part at least of the funds necessary to provide and maintain collections, and that a moderate portion of the Indian contribution should be utilized in securing the practical co-operation of provincial experts when in London by fees or honoraria, however small, which may place upon them the obligation to give their personal assistance and advice to the authorities of the Institute. For the sake of economy the Imperial Government will itself continue to organize arrangements for the main collection of economic products, the greater part of which are common to many Provinces, and can be most usefully made by a central agency, but it need hardly be suggested that in connection with local varieties of products, and to a much greater extent with local manufactures, there will still be a material amount of work to be done in each Province, and that this will have a tendency to increase if, after the economic collections reached a more advanced stage, contributions of art manufactures should be required.

The official experts who would be invited to interest themselves when on leave in England in the Provincial collections at the Institute, would, it is presumed, be mainly those who are in charge of Indian museums or of the special Departments which deal with museums and economic products.

4. The Government of India have not received any intimation that the Indian authorities are in any way made responsible for the provision of permanent cases for, or the curatorship of, the collections in London. But they have agreed that Rs. 2,000 a year should be offered, as an addition to the salary to any officer appointed as Curator of the Indian section, in consideration of the duties which he will perform in connection (1) with arrangements for investigations by English experts, (2) with the reception of Provincial officers paying official visits to the Institute. They will also provide from Rs. 1,000 to Rs. 2,000 for honoraria and fees for English experts and official visitors from India, leaving Rs. 7,000 for the purchase and collection of specimens and freight.

5. The Government of India consider it desirable that Rs. 3,000 of this balance should, so long as economic products from the bulk of contributions, be provided and controlled by itself, leaving Rs. 4,000 to be provided and controlled by Local Governments or on a rough calculation Rs. 500 in each Province. I am desired to ask that, if this arrangement is accepted, authority may be given for the expenditure of this sum to the Director of the Department of Agriculture and Land Records, and that this officer may be permitted to correspond direct on the subject of the collections with the official

placed in charge of the central collecting operations at the Indian Museum, Calcutta. His Excellency the Governor General in Council would have prefered to leave the amount of each Provincial contribution entirely to the discretion of the Local Government or Administration concerned, but, in view of the fact that the total contributions have been restricted by the orders received, he is constrained to make such a distribution as appears for the present to be most conducive to the general interest of the Indian collections. I am, however, to point out that there is nothing to prevent the expansion of Provincial contributions by subscriptions, whether of cash, or of specimens for exhibition, by local bodies or private individuals, and should it be decided that artware in any form is to become a distinctive feature of the collections it may become desirable to obtain the co-operation of municipal and district corporations, or of wealthy citizens, in arranging for the effective representation of local interests at the Institute.

6. The same suggestion applies to such manufactures as those of cotton, wool, leather, &c., in connection with the representation of which the commercial community may be found willing to co-operate by the provision either of specimens, or of funds required for the special exhibition at the Institute of local manufactures of the kind. So far as such co-operation can be obtained the contribution to which the Local Government has been restricted may be materially amplified.

7. I am to add for the information of that a conference will be held, probably at the commencement of August, at the Indian Museum at Calcutta for the purpose of drawing up a complete programme for the economic collection, and that the Government of India—although not desirous of making any requisition for the attendance of provincial representatives—will permit the deputation of any official to the conference whose attendance may be considered desirable by

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No. 306 P. of 1891.

REVENUE DEPARTMENT,

POONA, 24*th August* 1891.

From T. D. MACKENZIE, Esq., C.S., Chief Secretary to Government, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am desired by the Governor in Council, in introducing to you Dr. George Watt, and Mr. Thurston, to inform you that arrangements are being made by this Government and the Government of India with the Trustees of the Indian Museum for the recommencement of the collections for the Imperial Institute.

2. Dr. George Watt, or his successor, was to have taken charge of the operations from July on the completion of his Dictionary, which may be practically called the "descriptive catalogue" of all future collections of economic products. But Dr. Watt will not have finished his work for another two or three months, and until September 15th, on which date he will leave India on furlough, Mr. Thurston of the Madras Museum will superintend collecting operations, and will thereafter officiate for two years for Dr. Watt.

3. There has been a conference in Calcutta as to the nature of the collections, and it has been decided that a beginning only should be attempted in the first year, and that Provincial authorities should be troubled as little as possible. At the same time it is considered that some 10 or 15 products should be taken up and very thoroughly illustrated.

4. One of these is cotton, and this is the only product in which the Government of India contemplate asking for very positive assistance this year from Bombay. It is essentially a Bombay product, and ought perhaps to appear as such, and to be illustrated under the advice of Bombay authorities and commercial men.

5. Dr. Watt has arrived in Bombay in accordance with the wishes of this Government for the purpose of submitting the mass of information which he has collected on the botanical varieties of cotton, and their hybridization, and it is now proposed that Mr. Thurston should co-operate with Dr. Watt in arranging with the Bombay authorities for a thorough programme in connection with the representation of cotton for the opening of the Imperial Institute.

6. I am accordingly, in introducing these gentlemen to you, to invite the Chamber of Commerce to co-operate with and support this Government in making a thorough representation of cotton.—I have, &c.,

T. D. MACKENZIE,
Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *2nd September* 1891.

T. D. MACKENZIE, Esq., C.S., Chief Secretary to Government, Revenue Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 306 P. of the 24th ultimo, handed to the Chairman by Dr. George Watt and Mr. Thurston, and to say, in reply, that the Committee will have much pleasure in affording these gentlemen all the aid in their power in preparing cotton samples, &c., for the Imperial Institute.—I have, &c.,

JOHN MARSHALL, Secretary.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *26th September* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of a Resolution passed by this Government, No. 6641 of to-day's date, on the subject of the collection of economic products for the Imperial Institute.—I have, &c.,

W. S. HARVEY, Under-Secretary to Government.

No. 6641.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *26th September* 1891.

Letter from the Secretary to the Government of India in the Revenue and Agricultural Department (*Museums and Exhibitions*), No. 16—21-M. & Ex., dated 2nd September 1891 :—

"In continuation of the circular letter from this Department, No. 7—21-M. & E., dated the 17th July last, I am directed to explain that Mr. Edgar Thurston, who will succeed Dr. Watt as Reporter on Economic Products on the 15th instant when the latter officer proceeds on furlough, has been charged with the duty of making the collections intended for the Indian section at the Imperial Institute, and am to request that with the permission of His Excellency the Governor in Council, the Director of the Department of Land Records and Agriculture, or such other official as the Local Government may entrust with the conduct of correspondence on the subject, may be placed in direct communication with Mr. Thurston."

RESOLUTION.—Copy of the letter from the Government of India should be forwarded to the Director of Land Records and Agriculture for information and guidance in continuation of Government Resolution No. 5237, dated 1st August 1891.

2. Copies should also be forwarded to the other officers, &c., mentioned in paragraph 3 of the same Resolution.

W. S. HARVEY,
Under-Secretary to Government.

APPENDIX JJ.

SECOND CONGRESS OF THE CHAMBERS OF COMMERCE OF THE EMPIRE, 1892.

LONDON CHAMBER OF COMMERCE (INCORPORATED),
EASTCHEAP, LONDON, E.C., *7th May* 1891.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—You will probably remember that, in connexion with the Colonial and Indian Exhibition held in 1886 at South Kensington, the first Congress of the Chambers of Commerce of the Empire (organised by the London Chamber of Commerce) was held, at which representatives were present from all parts, and various subjects of Imperial interest were discussed.

The opinion was generally entertained at that meeting, that such Congresses should be held periodically, (say quinquennially,) in the hope that the broad consideration thus given to various questions might considerably aid in their solution, and lead to a more speedy adoption of reforms, calculated to consolidate and extend the commercial relations which already exist between the Mother Country and her various Colonies and Possessions.

My Council, therefore, have pleasure in advising you that it has been decided to hold a second Congress in May or June next year (1892), about which period it is expected that the opening of the Imperial Institute will take place; a ceremony at which there is likely to be a considerable gathering of gentlemen from various parts of the Empire, which should render representation at such a Congress the more easy and influential.

With a view of preventing delay in such arrangements as are necessary, and of securing that the various details shall be fully considered, my Council (as the originators of the first Congress), have appointed a Committee, consisting of the following gentlemen, to control all matters connected with the organisation of, and generally to supervise questions arising in regard to, the second Congress:—

Mr. W. H. Willans (Messrs. Willans & Overbury.—Treasurer of the Chamber), *Chairman.*

The Right Honourable Sir John Lubbock, Bart., M.P. (President of the London Chamber), *ex-officio.*

Sir Albert Kaye Rollit, LL.D., M.P. (Chairman of the Council of the London Chamber), *ex-officio.*

Mr. James Alexander (Messrs. Redfern, Alexander & Co.), representing Tasmania.

Mr. Chas. G. Arbuthnot (Messrs. Arbuthnot, Latham & Co.), representing Madras.

Sir George Baden-Powell, K.C.M.G., M.P. (South African Trade Section).

Mr. J. Annan Bryce (Messrs. Wallace Bros.), representing Bombay.

Mr. R. W. Chamney (Messrs. Blythe, Greene, Jourdain & Co.), representing Mauritius.

Sir Alfred Dent, K.C.M.G. (Messrs. Dent Bros. & Co.)

Mr. R. R. Dobell (Messrs. Richard R. Dobell & Co.—Canadian Trade Section).

Mr. W. Dunn (Messrs. W. Dunn & Co.), representing South Africa.

Mr. Roger Eykyn (Messrs. Eykyn Bros.—Stock Exchange).

Mr. J. A. Ewen (Messrs. Sargood, Sons & Ewen), representing New Zealand.

Mr. S. S. Gladstone (Messrs. Ogilvy, Gillanders & Co.), representing Calcutta.

Mr. Robert Gillespie (President of the Bank of Montreal), representing Canada.

Sir George Goldie, K.C.M.G. (Chairman of West African Trade Section).

Mr. Thomas R. Job (Messrs. Job Bros., of Liverpool), representing Newfoundland.

Mr. Nevile Lubbock (West India Committee).

Mr. W. A. McArthur, M.P. (Messrs. W. & A. McArthur), representing parts of Australasia not separately provided for.

Mr. James E. McDonald (Messrs. McDonald, Scales & Co.), representing West Australia.

Mr. H. M. Matheson (Messrs. Matheson & Co.—Chairman of East India and China Trade Section).

Mr. John Paterson (Messrs. Paterson, Laing & Bruce), representing Victoria.

Mr. H. M. Paul (New Zealand Loan and Mercantile Agency Company, Limited—Chairman of Australasian Trade Section).

Mr. R. M. Stewart (Messrs. Scott, Dawson & Stewart), representing Queensland.

Mr. James Whittall (representing Ceylon).

Sir Frederick Young, K.C.M.G. (Messrs. Young, Dawson & Co.—South African Trade Section).

(*With power to add to their number.*)

My Council trust that this Committee, representative as it is of interest in all parts of the Empire, will inspire confidence among the various Chambers of Commerce and Mercantile Associations, that the Congress shall be of a thoroughly practical character.

It is thought that the programme of the second Congress should comprise the following economic and non-political subjects, as matters ripe for discussion :—

1. Commercial relations of the Mother Country with her Colonies and Possessions, with special regard to the renewal of European Treaties, and recent commercial legislation in the United States.
2. Boards of Conciliation for labour Disputes.
3. The Codification of the Commercial Law of the Empire.
4. Imperial Registration of Trade Marks, and the adoption throughout the Empire of the Merchandise Marks Act.
5. Bills of Lading Reform.
6. Factory Legislation throughout the Empire.
7. Commercial Education, including the Scheme initiated by the London Chamber of Commerce.
8. Emigration and Colonisation.
9. The necessity of an Imperial System of Decimal Currency Weights and Measures.
10. An Imperial System of Penny Postage.
11. Direct Telegraphic communication throughout the Empire.

While submitting this list of leading topics of interest to all parts of the Empire, my Council desire particularly to point out that it is intended merely as suggestive of the directions in which the Congress may usefully move. I am therefore to request that you will inform me at the earliest possible moment whether you approve of these subjects being so brought forward for consideration. If so (*a*), whether you desire to submit any special resolutions thereon ; and (*b*) what suggestions (if any) you have to make as additions to the programme of business.

My Council will be obliged if you will forward by the earliest mail possible, such resolutions on the questions set out above, or others which you may suggest for consideration, in order that the Organising Committee may prepare a definite programme for discussion and circulation beforehand.

I am to express the earnest hope that you will be able to co-operate in this Congress, and to inform me of the names and addresses of the gentlemen who you delegate as your representatives, by filling in the enclosed sheet at your early convenience and returning it to me.

No financial liability will be incurred by any Association accepting this invitation to take part in the Congress.

On page 4 will be found a list of the Chambers of Commerce, &c., which are being invited. If you are aware of any Chamber of Commerce, Board of Trade, Chamber of Manufactures, or representative Commercial Association established in your locality which is not mentioned, the Organising Committee will be obliged if you will kindly forward one of the circulars you receive to such body or bodies on the Committee's behalf, thus saving delay and helping to secure the widest possible co-operation in the Congress.

Appended is also a list of the Associations which were represented at the Congress in 1886, and one of the subjects considered thereat.—
I am, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, *5th June* 1891.

SIR FRANK FORBES ADAM, C.I.E., Manchester.

DEAR SIR,—I am directed by the Committee of the Chamber to enclose copy of a prospectus of a Congress of the Chambers of Commerce of the Empire, 1892, proposed to be held in London in May or June next year, and to say that if you are agreeable they would be glad to be permitted to nominate you, in conjunction with Mr. J. K. Bythell, as a delegate to the Congress from the Bombay Chamber of Commerce. The subjects which would interest this Chamber more immediately would be

The Imperial registration of Trade Marks,
An Imperial System of Penny Postage, and
The question of Telegraphic communication,

more especially with regard to a reduction of charges between India and England. In event of your kindly consenting to represent the Chamber, the views of the Committee on these subjects would be submitted to you in advance.—I am, &c.,

JOHN MARSHALL, Secretary.

Similar letter to

J. K. BYTHELL, Esq., Manchester.

RANFURLEY, ALDERLEY EDGE, CHESHIRE, *25th June* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have your letter of 5th June, conveying the invitation of the Committee to me to act as a delegate of the Chamber to the Congress of Chambers of Commerce of the Empire to be held in London in 1892. I will be most happy to undertake this duty in conjunction with Mr. Bythell. I note the subjects of more particular interest to your Committee, and will be happy in due time to have their views in full for my instruction and guidance. I may mention that it is possible the wishes of the Committee with respect to postage and telegraphic communication may be advanced before the Congress meets, as these subjects are receiving active attention at present from Chambers of Commerce on this side.—Believe me, &c.,

F. FORBES ADAM.

MANCHESTER, 26*th June* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I acknowledge the receipt of your letter of the 5th instant, and have the honour to accept the invitation of the Committee of your Chamber to be one of their delegates at the Congress of the Chambers of Commerce of the Empire in 1892.—I am, &c.,

JOHN K. BYTHELL.

LONDON CHAMBER OF COMMERCE (INCORPORATED),
EASTCHEAP, LONDON, E.C., 4*th July* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Referring to the Circular in regard to the above Congress, dated the 7th May, I am now desired to particularly draw your attention to the first item of the subjects suggested for consideration, namely :—

> "Commercial relations of the Mother Country with her Colonies and Possessions with special regard to the renewal of European Treaties, and recent commercial legislation in the United States."

You will probably have seen the replies given by the Marquess of Salisbury to two Deputations that waited upon him on the 17th and 19th June respectively, the effect of which was, that it was impossible for any practical progress to be made towards either Commercial Union or Imperial Federation, until a definite scheme is brought up for discussion.

In view of this position, I am now to express the hope that your Chamber will formulate its views in a distinct shape on this question, in a resolution or such other form as it may deem expedient, forwarding copy of any proposition at the earliest possible moment to the Organising Committee of the Congress at above address, and also selecting a delegate or delegates who will be prepared to support the proposal at the sitting of the Congress.—I am, &c.,

KENRIC B. MURRAY, Secretary.

LONDON CHAMBER OF COMMERCE (INCORPORATED),
EASTCHEAP, LONDON, E.C., 11*th December* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Referring to my circular letter of the 7th May, respecting the above Congress, I have now pleasure in advising that it has been decided to hold the meetings in the month of June, 1892, in London, the exact dates and place of meeting to be announced hereafter ; and I will also inform you later in respect to the arrangements to be made for the entertainment of the delegates.

In case you have not already sent in your suggestions respecting the programme, I am desired by the Organising Committee to urge you to do so by the earliest possible mail.

Respecting the nomination of delegates, the Organising Committee, whilst heartily welcoming the appointment of representatives of your

interests resident in the United Kingdom, desire me to express their earnest hope that it may be possible for your Association—now that the date of the Congress is definitely fixed—to nominate *at least one* gentleman as a delegate, who is an active and *local* member of your Association, such nomination to be an addition to any you may have already made. The Committee consider they need hardly to point out the very obvious advantages in favour of securing the expression by your representatives of current local opinions, thus rendering the discussions practical and up-to-date rather than academic.—I am, &c.,

KENRIC B. MURRAY, Secretary.

APPROVAL OF THE SECOND CONGRESS HAS ALREADY BEEN EXPRESSED BY THE FOLLOWING :—

Adelaide Chamber of Commerce.
Auckland Chamber of Commerce.
Barbados Committee of Commerce.
Bengal Chamber of Commerce.
Bombay Chamber of Commerce.
Brisbane Chamber of Commerce.
Brisbane—National Agricultural and Industrial Association.
British Columbia Board of Trade.
Canterbury (N.Z.) Chamber of Commerce.
Cape Town Chamber of Commerce.
Cooktown (Queensland) Chamber of Commerce.
Dunedin Chamber of Commerce.
Durban Chamber of Commerce.
Geelong Chamber of Commerce.
Georgetown (Demerara) Chamber of Commerce.
Grahamstown and Port Alfred Chamber of Commerce.
Hobart Chamber of Commerce.
Jamaica Society of Agriculture & Commerce & Merchants' Exchange.
Jamaica, Institute of.
Kimberley (S. Africa) Chamber of Commerce.
Kurrachee Chamber of Commerce.
Lagos Chamber of Commerce.
Launceston (Tasmania) Chamber of Commerce.
London (Ont.) Board of Trade.
Madras Chamber of Commerce.
Malta Chamber of Commerce.
Melbourne Chamber of Commerce.
Montreal Board of Trade.
Montreal Corn Exchange Association.
Napier (N.Z.) Chamber of Commerce.
Port Louis (Mauritius) Chamber of Commerce.
Quebec Board of Trade.
Rangoon Chamber of Commerce.
Regina (N.W.T.) Board of Trade.
Singapore Chamber of Commerce.
Sydney (N.S.W.) Chamber of Commerce.
Toronto Board of Trade.
Trinidad Chamber of Commerce.
Wellington (N.Z.) Chamber of Commerce.
Winnipeg Board of Trade.

BOMBAY CHAMBER OF COMMERCE, *29th January* 1892.

The SECRETARY, LONDON CHAMBER of COMMERCE, London.

DEAR SIR,—I have the honor to acknowledge the receipt of your printed circular letter of 11th December 1891, and in reply to your previous request, I am now directed by the Committee to say that the delegates nominated by them to represent the Bombay Chamber of Commerce at the forthcoming Congress are :—

Sir Frank Forbes Adam, C.I.E. (of Messrs. Graham & Co., Manchester), and Mr. John K. Bythell (of Messrs. Gaddum, Bythell & Co., Manchester).

I return the accompanying form duly filled up with the requisite information, and with regard to the subjects which the Committee would desire to have discussed on behalf of this Chamber, I am to say that they will communicate their views to the delegates named, and also furnish you with information on the subject at an early date.

Possibly this Chamber may nominate as an additional delegate a member of the Committee likely to be in London at the time of the Congress.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX KK.

REPRESENTATIVES OF THE CHAMBER ON THE COUNCIL OF THE IMPERIAL INSTITUTE, LONDON.

TELEGRAM FROM THE GOVERNMENT OF INDIA, REVENUE AND AGRICULTURAL DEPARTMENT,

SIMLA, 12*th May* 1891.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

India Office require nomination for Indian Section, Council of Imperial Institute, to hold office till May 1st next, to be communicated at once.

You are offered the right to be represented on the Council by a resident in England, London preferred, annually appointed 1st May to 30th April. Can you wire to me one or two names of ex-members Chamber of Commerce or leading merchant connected with province to whom you would like nomination to be offered.

TELEGRAM from the SECRETARY, CHAMBER of COMMERCE, Bombay, to the SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department, Simla, dated 14th May 1891.

"Chamber nominates Sir Frank Forbes Adam of Messrs. Graham and Co., Manchester, and Mr. James Thorburn, of Messrs. Forbes Forbes and Co., London, as representatives on Council of Imperial Institute."

BOMBAY CHAMBER OF COMMERCE, 15*th May* 1891.

Sir FRANK FORBES ADAM, C.I.E., Manchester; JAMES THORBURN, Esq., London.

DEAR SIR,—I am directed by the Committee of the Chamber to inform you that in response to a request communicated through the Government of India, they have submitted your name for nomination to the Indian Section of the Council of the Imperial Institute, and the Committee trust you will be able, if elected, to represent this Chamber on the Council. The appointment is made annually from 1st May to 30th April, and you will no doubt hear direct on the subject from the authorities of the Imperial Institute.—I am, &c.,

JOHN MARSHALL, Secretary.

48, SACKVILLE STREET, MANCHESTER, *2nd June* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have yours of 15th May, and if nominated, will be glad to represent the Chamber on the Indian Committee of the Imperial Institute.

It may interest your Committee to know that I have accepted the invitation of the International Congress of Hygiene and Demography, to become a member of its Indian Committee.—I am, &c.,

F. FORBES ADAM.

LONDON, 19*th June* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have the pleasure to acknowledge receipt of your letter of 15th ultimo, and will be pleased to serve on the Council of the Imperial Institute if asked to do so.—I am, &c.,

JAMES THORBURN.

CIRCULAR No. $\frac{3}{11\text{-}15}$ M. AND EX.

REVENUE AND AGRICULTURAL DEPARTMENT.
Museums and Exhibitions.

SIMLA, 18*th May* 1891.

From Sir E. C. BUCK, Kt., Secretary to the Government of India.

SIR,—I am directed, in explanation of the telegram issued to you on the 12th instant, asking for the nomination of representatives on the Indian section of the Council of the Imperial Institute, to explain that, though in 1890 the Government of India received unofficially a copy of the "Constitution of the Permanent Governing Body of the Imperial Institute," in which the rules quoted in the margin described the constitution of the Indian section, in accordance with suggestions previously made by the Government of India, yet, that on some points, doubts existed which led to a further reference being made through the India Office to the authorities of the Imperial Institute.

Fifteen appointed members representative of the commerce and industries of India; three to be selected by the Governor-General of India in Council, six by the Provinces in rotation, four by the Chambers of Commerce, and two by Native Institutions. Such members shall be selected in such manner as the Governor-General of India in Council for the time being may direct.

2. It appeared expedient to await a reply to this reference made in October last before any general communication could be made on the subject of nominating representatives. Her Majesty's Secretary of State, however, telegraphed for the names of representatives, and it was considered desirable that, though instructions had not been re-

ceived on the various points referred in October, the Institute authorities should be furnished with a list of nominees.

3. The following were two of the main conditions proposed by the Government of India in October last, *viz.* :—

(1) That the representatives should be resident temporarily or permanently in England, thus admitting of representatives being officials on furlough, or merchants on a temporary visit to England.

(2) That the representatives should hold office for one year which will cover the 12 months from 1st May to 30th April inclusive.

4. The duties connected with the office are not likely to be arduous but they will probably be invested with more importance in the present than in any future year, as the system under which arrangements can be so organized as to be of the greatest utility to India, will have to be decided before the opening of the Institute in 1892. It is advisable therefore that the Indian section should be on this occasion exceptionally efficient.

5. Since the issue of the telegram referred to in the first paragraph a telegraphic communication has been received from the India Office indicating that the conditions named in the 3rd paragraph are accepted. I am therefore to advise you that the list of nominees, whose names may be submitted in reply to my telegram, will be definitely communicated to Her Majesty's Secretary of State by the Government of India with the next out-going mail.—I have, &c.,

E. C. BUCK,
Secretary to the Government of India.

APPENDIX LL.

CONGRESS OF HYGIENE AND DEMOGRAPHY.

INTERNATIONAL CONGRESS of HYGIENE AND DEMOGRAPHY,
LONDON, *March* 1891.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—We have the honour to forward the accompanying documents relative to the seventh International Congress of Hygiene and Demography, which will assemble in London under the presidency of His Royal Highness the Prince of Wales on the 10th of August next.

We desire to draw your attention to the fact that, in these days of rapid transit, the sanitary condition of any one nation is more than ever a matter of concern to its neighbours; and that the assembling of delegates of different nationalities for the discussion of Hygienic Problems, and the comparison of Hygienic methods has become of great importance.

We may be permitted also to remind you that this Congress has previously been convened six times in Capital cities of the Continent, and on each occasion the delegates have been received with marked public hospitality; while every opportunity has been afforded to them for inspecting Sanitary works, or Institutions having the preservation or restoration of health as their main object.

We are anxious that the present Congress should compare favourably with its predecessors, and trust that we may reckon upon the assistance of the body over which you preside in bringing the Congress, now to be held in the Metropolis of the Empire, to a successful issue.

We trust that you may deem it expedient to nominate delegates (who might be gentlemen coming home on leave this summer or permanent residents in Europe), and give such further support to the Congress as may suggest itself to you.

It is particularly desired that the great Indian Empire should be worthily represented, and with that view a Committee of experienced gentlemen, now or formerly connected with the East, has been appointed. The Indian Committee trust they may be favoured with the assistance, not only of the various Governments, but also of the Chambers of Commerce, the Universities, and the leading Municipalities. Quarantine, which affects India in such a large measure, is, it will be observed, prominent among the subjects for discussion, thus affording an additional reason for inviting the co-operation of public bodies throughout the Peninsula.

As the time is short, we shall feel obliged if you will give the matter your earliest consideration.—We are, &c.,

DOUGLAS GALTON,
Chairman of the Organising Committee.

S. DIGBY,
Honorary Secretary for India.

G. V. POOLE,
Honorary Secretary General.

BOMBAY CHAMBER OF COMMERCE, 10*th April* 1891.

The CHAIRMAN and HONORARY SECRETARIES, International Congress of Hygiene and Demography, London.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letter of —— March, and in reply, I am directed to inform you that the Committee have asked Sir Frank Forbes Adam, C.I.E., of Messrs. Graham and Company, Sackville Street, Manchester, to attend the Congress as a delegate from this Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

INTERNATIONAL CONGRESS OF HYGIENE AND DEMOGRAPHY,
LONDON, 12*th May* 1891.

JOHN MARSHALL, Esq., Secretary, the Chamber of Commerce, Bombay.

DEAR SIR,—With reference to your letter of 10th April, I have the pleasure to inform you that Sir Frank Forbes Adam, C.I.E., has consented to become the delegate of your Chamber at the forthcoming International Congress of Hygiene and Demography. Sir Frank has also joined the Indian Committee of the Congress.—I remain, &c.,

S. DIGBY, Honorary Indian Secretary.

BOMBAY CHAMBER OF COMMERCE, 10*th April* 1891.

SIR FRANK FORBES ADAM, C.I.E., Manchester.

DEAR SIR,—I am directed by the Committee to wait upon you with the enclosed copies of documents relating to the International Congress of Hygiene and Demography to be held in London on 10th August next, and to say that if you can conveniently do so the Committee would esteem it a favour if you would attend the Congress as a delegate for this Chamber.

The subject which has most interest for the commercial community of Bombay is quarantine, and anything that could be done to prevent its imposition by the Egyptian authorities would be an advantage to the shipping trade connected with Bombay.—I am, &c.,

JOHN MARSHALL, Secretary.

MANCHESTER, 28*th April* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have to own receipt of yours of 10th instant, with enclosures. Kindly inform the Committee that it will give me pleasure to represent the Chamber at the International Congress of Demography in London on 10th August next, and if I can manage it, I will be present at its meetings. I have gone over the list of subjects to be considered, and I agree with the Committee that the only one of close interest to the Chamber is the question of quarantine. My only fear is that as the great majority of those attending will have their attention absorbed in Bacteriology, Diseases of men and animals, Hygiene and kindred subjects, it is not probable that international quarantine will obtain the notice it deserves.—Yours, &c.,

F. FORBES ADAM.

UNION CLUB, TRAFALGAR SQUARE, S.W., 11*th August* 1891.

JOHN MARSHALL, Esq, Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have just come from the meeting of the Section of the Congress of Hygiene and Demography, that discussed quarantine in relation to the carriage of disease from one country to another. There were 300 doctors present, and the debate was purely of a scientific nature. All authorities agreed that quarantine was a great nuisance and a vexatious restriction on the freedom of trade, commerce and the movement of people. But there was a difference of opinion as to whether quarantine was really of use in preventing the spread of epidemics, more especially cholera.

As the debate was of a scientific nature, I felt anything I could say could not be of weight or value, and so I kept silence. I verily believe I was the only person present not a member of the medical profession. As none of the other sections deal with questions of any interest to the Chamber, I return to Manchester to-night. Had I not been compelled to do this, I would have had the opportunity of taking part in 13 social entertainments to which I have, as representative of the Chamber, received invitations! I hope the Committee will not think I have failed faithfully to perform my duty.—Yours, &c.,

F. FORBES ADAM.

BOMBAY CHAMBER OF COMMERCE, 4*th September* 1891.

SIR FRANK FORBES ADAM, C.I.E., Manchester.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 11th ultimo, and to convey to you the thanks of the Committee of the Bombay Chamber of Commerce for the trouble you have taken in attending the meetings of the Congress of Hygiene and Demography, as a representative of the Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX MM.

CLOSING OF THE STAMP OFFICE DURING THE CHRISTMAS AND NEW YEAR HOLIDAYS.

BOMBAY CHAMBER OF COMMERCE, *9th February* 1891.

The SUPERINTENDENT of STAMPS, Bombay.

SIR,—I am directed by the Committee of the Chamber to represent to you the inconvenience caused to merchants and others by the long holidays observed in the Stamp Office at Christmas.

2. For the last Christmas holidays the office was closed ten days, namely from Wednesday, 24th December, to Friday, 2nd January inclusive, and complaints were made to the Chamber of the inconvenience experienced in consequence, especially to people wishing to get Charter-Parties and other documents requiring impressed stamps executed.

3. The Committee would take the liberty of suggesting that in future arrangements should be made to open the office for at least one day between Christmas and the New Year. If this were done it would obviate the delay caused by closing for ten days uninterruptedly, and would satisfy the requirements of the mercantile public.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 341 OF 1891.

BOMBAY, *10th February* 1891.

From J. M CAMPBELL, Esq., C.S., C.I.E., Acting Superintendent of Stamps, Bombay, to JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—In reply to your letter dated 9th instant, I have the honor to inform you that I shall be glad to comply with the suggestion made by the Committee of the Chamber to keep the Stamp Office open one day between Christmas and the New Year. I may mention that this is the first occasion on which this Department has received intimation that inconvenience was caused to merchants by the closing of the Stamp Office for the entire Christmas holidays.—I have, &c.,

J. M. CAMPBELL,
Acting Superintendent of Stamps.

APPENDIX NN.

BOMBAY PORT TRUST BUDGET ESTIMATES.

MEMORANDUM ON THE BUDGET ESTIMATES OF 1891-92.

BOMBAY, 11*th February* 1891.

The Estimates of Receipts and Expenditure for the year 1891-92 are herewith submitted as required by Section 52 of the Port Trust Act, 1879.

As in former years a Special Committee of the Trustees has been appointed to assist the Chairman in determining the estimates to be submitted to the Board. The Hon'ble Fazulbhoy Visram, Messrs. A. F. Beaufort and R. S. Campbell acted on this occasion.

CAPITAL ACCOUNT.

Victoria Dock.—The original estimate of cost was 94 lakhs and if the Estimates for the current year are worked up to Rs. 85,91,132 will have been spent at 31st March 1891. But the full complement of sheds and cranes has not yet been supplied, the Trustees being averse to further expenditure being incurred till called for by an increased demand. Experience having shown the need for more cargo cranes and for more shed accommodation provision has accordingly been made in the Estimates for the 6 additional 30 cwt. hydraulic cranes recently sanctioned by the Trustees and for a shed which it is believed will be required next season at Berth No. 15.

Proposals are before the Board for the lighting of the entrances and sheds of the Docks by electricity. The scheme to be adopted has not however been settled and it is considered unnecessary to provide in the Estimates for more than the cost of lighting the entrances.

An allotment of Rs. 21,703 for blasting rocks in the channels completes the list of capital works that so far as can be seen at present will have to be carried out in Victoria Dock in 1891-92.

The Graving Dock will be opened in the beginning of March so no Capital Expenditure will be incurred next year and the Dock now appears in the Revenue Account.

New Works Ordinary.—The new Administrative Offices of the Trust will be ready for occupation in 1891. The estimated cost is Rs. 4,33,006 the expenditure to 31st March 1891 will be Rs. 2,74,297 and the balance is provided in the Budget. The other new works provided for are 4 additional 30 cwt. cranes for Prince's Dock, the construction on the Prongs Reef of an approach to the Light-house and the renewal of two coal sheds at the Workshops.

The cost of the Offices is being met from a loan raised under the sanction of Government, and the other works from the lakh of rupees that is annually set aside from Revenue for the reduction of Capital Debt.

REVENUE ACCOUNT.

The revenue from all sources is estimated at	Rs.	45,66,018
And the expenditure which includes the provision of one lakh for the reduction of Capital Debt is estimated at	Rs.	45,63,561
leaving a small estimated surplus of	Rs.	2,457

Bunder Properties including Land.—The trade brought by square-rigged vessels, some portion of which is still accommodated at the Bunders, is gradually shifting to the Wet Docks and this has had to be allowed for in framing the Bunder Estimates. Allowance has also had to be made in the receipts from the toll on troops as it is said that from next season some of the troop-ships will go to Karachi. On the other hand although there has not during the last two or three years been much demand for land on lease a small increase of about Rs. 6,500 may it appears be counted on, and the growing popularity of the Warehouses where goods are stored at a weekly rent of so much a package encourages the expectation of an increase of Rs. 15,400 in the revenue from that source. The actual receipts of the past year have in other respects been adhered to and the result is that the total receipts from Bunder Properties (including land) is estimated at Rs. 17,92,390 against Rs. 17,86,572 earned in the 12 months that ended on 31st December 1890.

Prince's and Victoria Docks.—The earnings from both Docks in the year 1890 only amounted to Rs. 19,96,026 and the Estimates for 1891-92 are fixed at Rs. 21,68,072. The exports of grain and seed from which a considerable revenue is usually derived has for some time past been much below the average, but the present prospects are in favour of the normal amount of exports in the coming season, which means an addition of about a lakh of rupees to the figures of 1890 and taken with the rapid growth of the coasting traffic on the Harbour Walls of the Docks, the newly acquired business in exports to Persia, and the expected transfer to the Docks of some portion at least of the large traffic by ocean-going steamers that still remains in the stream but is gradually being won over, would seem to justify the larger revenue entered in the Estimates of 1891-92.

The revenue to be earned from the Graving Dock is very much a matter of speculation. The sum of Rs. 1,41,000 entered in the Estimates is based on the assumption that 100 vessels of average tonnage will use the Dock in the year, and seeing that this is less than a tenth of the number of vessels that enter the Port the Estimate does not appear to be an extravagant one.

Interest and Miscellaneous.—The reduction of the Reserve Fund by the sum of Rs. 85,536 required to make good the deficit of 1889-90 has caused a corresponding reduction in the interest that will accrue on the investments. On the other hand there will be an increase in the interest on current deposits in the Banks owing to the more favourable terms that are now obtained.

Pilotage Account.—The pilotage fees have been estimated at a little more than the actual receipts of the year 1890 because of the expected improvement of trade and this increase has naturally caused some addition to be made to the estimated earnings of the Pilots entered on the other side of the account. Under the provisions of the Port Trust Act the Pilotage Account must be kept separate from the General Revenues of the Trust. The estimated expenditure so closely approaches the receipts that Rs. 319 only will be available for the replacement and heavy repairs of the schooners but the reserve already accumulated is sufficiently large to remove any apprehension of financial difficulty at present.

EXPENDITURE.

The Establishments of the various Departments are as fixed by the Board from time to time, and it is only necessary to refer to them in order to point out that as they now stand there are savings as compared with last year in the Secretary's Establishment (Item 3) of Rs. 5,184, in the Traffic Staff (Item 1) of Rs. 2,376 and in Engineering of Rs. 20,423.

The Warehouse Estimates are higher in Establishment and Coolie hire because of a larger estimated revenue.

The Custom House Bunder having been closed for the time that the Government Wet Basin is under construction the traffic has shifted to the Elphinstone Estate. There is consequently a saving of Establishment at the one place and an increase at the other. Some Establishment is, however, still required at the Custom House to receive and pay into the Bank the collections made at the Bunders to the South.

The allotments for water rates (Items 41 and 8, page 12, and Item 42, page 13) have had to be increased from a total of Rs. 16,690 to Rs. 25,400 as the Municipality has withdrawn the concessions made in past years with regard to water consumed at public fountains on the Trustees' Estate and now charges on meter measurement at the maximum rates.

It has been usual to provide Rs. 5,000 per annum in the Dock Estimates (Item 21) for unforeseen expenditure but so large an allotment has not recently been needed, and it has been cut down this year to Rs. 2,000, which was the sum spent in 1889-90.

The contributions to be made by the Trust for the maintenance of the Health Officer of the Port and his Establishment and of the Harbour Police are still under the consideration of the Trustees. Provision has, without prejudice, been made in the Estimates for the payment in each case of one-half the cost.

Under Rents the payments are higher by Rs. 3,200 as the rent of the Government land at Clerk Bunder in the occupation of the Trustees has been raised from Rs. 100 to Rs. 500 an acre.

The payments on account of interest are also in excess of last year by Rs. 44,746, being interest on money since spent on Capital works.

G. MEREWETHER, Chairman.

APPENDIX OO.

PROPOSED ESTABLISHMENT OF A TRADE MUSEUM IN BOMBAY.

No. 8690 of 1891-92.

Municipal Corporation Office, Bombay, *9th November* 1891.

From George Cotton, Esq., President, Municipal Corporation of Bombay, to the Secretary, Bombay Chamber of Commerce.

Sir,—With reference to Government letter No. 3588, General Department, dated 9th October last, on the subject of the transformation of the Victoria and Albert Museum into a Trades Museum, I have the honour to enquire whether the Chamber of Commerce desire the establishment of a Trades Museum in Bombay, and if so, whether they would contribute towards its cost if established on the lines proposed by Dr. Macdonald, and if housed in the Victoria and Albert Museum.—I have, &c.,

G. COTTON, President, Municipal Corporation.

Bombay Chamber of Commerce, 11*th November* 1891.

George Cotton, Esq., President, Municipal Corporation, Bombay.

Sir,—In reply to your letter No. 8690 of 9th instant, I am directed to say that the Committee of the Chamber do not advocate the establishment of a Trades Museum in Bombay, nor would they be prepared to contribute in any way to the cost of establishing or maintaining same.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX PP.

ENHANCEMENT OF DUTIES ON GINGELLY AND KERNELS SHIPPED FROM PONDICHERRY.

BOMBAY, *7th Decemler* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—We have this morning received the following telegram from Messrs. Parry and Co., Madras :—

"What action is your Chamber going to take regarding duties "just imposed by French Senate on Gingelly and Kernels Pou- "dicherry port free."

As you are probably aware all the Ground Nuts exported from Pondicherry are grown in the Madras Presidency, but the French port being the nearest to the producing districts is used for the purpose of export. Of the 125,000 tons shipped from India in 1890 nearly 40,000 tons were exported from Bombay, 13,000 tons from Madras (Port), nearly 24,000 tons from Cuddalore (13 miles south of Pondicherry), and over 48,000 tons from Pondicherry. If the Government of India imposed an export duty from the Madras districts to French territory equal to the duty imposed in France on seed received from British India ports, they would checkmate the move in France, but as this is opposed to their past policy, we presume the Committee will deem it sufficient to bring the matter to the notice of the Government of India with the suggestion that a remonstrance be addressed to the French Government.—We remain, &c.,

LYON & Co.

BOMBAY CHAMBER OF COMMERCE, 12*th December* 1891.

Messrs. LYON AND Co.

DEAR SIRS,—I have submitted to the Committee of the Chamber your letter of the 7th instant. In reply, I am directed to inform you that the Committee are not overlooking the proposal of the French Senate to enhance the duties on gingelly and kernels shipped from Pondicherry; but before addressing Government on the subject, would be glad to have a copy of any representation the Madras Chamber may have made in the matter.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 12*th December* 1891.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—Referring to our letter of 7th instant, we annex some further remarks on the subject which we have to-day received from Messrs. Parry and Co., Madras :—

"Yesterday we received another telegram from London advising us "that the matter was still held in abeyance, awaiting official con- "firmation which it was expected would be given next month.

"The Pondicherry Chamber of Commerce write that the French "Senate has voted the duty on Gingelly and Ground Nuts from all "ports including Pondicherry, but that it has not yet decided with "regard to the products of the French Colonies, that is to say seeds "actually grown on French territory.

"These, it is proposed, are to be admitted free.

"The question comes how they are to distinguish between French "and British grown Kernels. At present the yield of Kernels in "Pondicherry Territory does not exceed 7,000 bags per annum, but "French and British Territories are very much intermingled and the "whole country round is under Ground Nut cultivation, so that it "would be impossible to tell which nuts were grown on French "territory and which on British ; the exports of so called French "grown nuts would be certain to increase to an enormous extent to "the manifest injury of the trade from British ports on this Coast "and Bombay also.

"We trust, therefore, that you will endeavour to get your Chamber "of Commerce to make as strong protest in the matter."—We remain, &c.,

LYON & Co.

BOMBAY CHAMBER OF COMMERCE, 22*nd December* 1891.

Messrs. LYON AND Co.

DEAR SIRS,—In thanking you for your letter of the 12th instant, respecting the suggested enhancement of the duty in France on Gingelly and Ground Nuts, I am directed by the Committee to say that they are not prepared to take any definite action in the matter at present.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX QQ.

REFUND OF TOWN DUTY ON GRAIN AND FLOUR EXPORTED FROM BOMBAY.

No. 27540 of 1890-91.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 10*th March* 1891.

From the MUNICIPAL COMMISSIONER for the CITY of BOMBAY to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—From the enclosed Table of Rates at which Town Duty is to be levied during the official year 1891-92, you will notice that the duty on grain is to be raised from 2 to 4 annas per candy, and I have the honour to request that you will be good enough to favour me with your opinion as to the date from which it will be fair to grant refunds at the new rate on grain and flour exported from the City. In 1886, when the rate on grain was raised from 4 to 5 annas, refunds were granted at the old rate for a month and a half after the new rate came into force; and in 1888 when the rate was reduced from 5 to 2 annas refunds at the old rate were allowed for 15 days. I shall be glad of a reply at your early convenience.—I have, &c.,

H. A. ACWORTH,
Municipal Commissioner for the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, 12*th March* 1891.

The MUNICIPAL COMMISSIONER for the CITY of BOMBAY.

SIR,—I have laid before the Committee of the Chamber your letter No. 27540 of the 10th instant, asking for an opinion as to the date from which it would be fair to grant refunds at the enhanced rates on grain and flour exported from Bombay.

2. In reply, I am to say that the Committee are of opinion that refunds at the enhanced rates should be granted on all grain and flour exported on or after Monday the 6th April 1891. Their reason for fixing such a short interval on this occasion is that stocks of wheat are probably lower than they have ever been known since the trade has assumed any importance in Bombay, and practically, therefore, the export from 1st April will only be of wheat of the new crop imported into the city from that date.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX RR.

HOLIDAYS FOR THE YEAR 1892.

BOMBAY CHAMBER OF COMMERCE, 10*th December* 1891.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—With reference to your letters No. 3972 and No. 4040 of the 14th and 23rd ultimo, I have now the honor, by direction of the Committee of the Chamber of Commerce, to wait upon Government, for favor of consideration, with the accompanying Report of the Committee appointed to consider the question of the days to be declared public holidays for the year 1892, under the Negotiable Instruments Act of 1891, and to say that should the report meet with the approval of Government, they would be glad if you would kindly send them early intimation to enable them to notify the holidays to the public at the earliest possible date.—I have, &c.,

JOHN MARSHALL, Secretary.

REPORT OF THE COMMITTEE APPOINTED TO CONSIDER THE QUESTION OF PUBLIC HOLIDAYS FOR THE YEAR 1892.

BOMBAY, 8*th December* 1891.

The Committee appointed by Government in terms of their letter No. 3972 of 14th November 1891, have the honor to recommend that the following days be published in the *Government Gazette* as Public Holidays for the year 1892, under Section 25 of the Negotiable Instruments Act, 1881, namely :—

Holi	12th March	Saturday	1 Day.
Ramnavmi	5th April	Tuesday	1 „
Easter	16th April	Saturday	1 „
Queen's Birthday	24th May	Tuesday	1 „
Mohurrum	4 th August	Thursday	1 „
Cocoanut Day	8th August	Monday	1 „
Gokul Ashtami	15th August	Monday	1 „
Ganesh Chaturthi	26th August	Friday	1 „
Parsi New Year	16th & 17th September.	Friday & Saturday	2 Days.
Dussera	1st October	Saturday	1 Day.
Dewali	20th & 21st October	Thursday & Friday	2 Days.
Christmas	24th & 27th December.	Saturday & Tuesday	2 „
New Year	31st December	Saturday	1 Day.

L. R. W. FORREST.
J. H. SLEIGH.
R. LOGAN
A. F. SIMPSON.

No. 4449 OF 1891.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 19*th December* 1891.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 10th instant, I am directed to state that His Excellency the Governor in Council has approved of the days mentioned in the report therewith received as public holidays for the year 1892 under Section 25 of the Negotiable Instruments Act, 1881, with the exception of the 24th May (Queen's Birthday) which will be notified as a holiday under the Act on such date as may be directed by the General Department on receipt of the orders of the Government of India. I am to add that the necessary Notification regarding the holidays will be published in the *Government Gazette*.—I have, &c.,

W. S. HARVEY,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 2*nd January* 1892.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 4449 of 19th ultimo, and in accordance therewith the Special Committee appointed to settle the holidays under the Negotiable Instruments Act have left the date of the holiday for the Queen's Birthday blank, to be filled in hereafter as shown in the enclosed list.

2. I am directed by the Committee of the Chamber, however, to point out that the object of fixing these holidays by means of a Committee at the beginning of the year was to avoid any uncertainty as to the dates of holidays, and during the busiest season of the year when the Queen's birthday occurs, it is very undesirable that the day should not be fixed at the same time as the other holidays under the Act. My Committee moreover, perceive that the holidays under the Negotiable Instruments Act for Bengal have already been published, notifying the Queen's birthday to be observed on 24th May as originally fixed by the holiday Committee here, and it seems peculiar therefore that there should be any difficulty on the part of Government in settling the matter on this side.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX SS.

NOTE ON INDIAN FIBRES.

No. 2624 OF 1891.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 14*th April* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for your information a copy of a despatch from the Secretary of State for India, No. 17 (Revenue), dated 12th February 1891, and its accompaniments on the subject of Indian Fibres.—I have, &c.,

W. S. HARVEY,
Acting Under-Secretary to Government.

REVENUE No. 17.

INDIA OFFICE,
LONDON, 12*th February* 1891.

To HIS EXCELLENCY the Most Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD MARQUIS,—With reference to your Secretary's letter No. 52-6-19, F., and S. of the 12th August 1890, I forward herewith for your Excellency's information a copy of a letter from the Director of the Royal Gardens, Kew, enclosing a report by Messrs. Ilse and Christie on a selection from the collection of Indian Fibres presented to the Kew Museum by your Government.—I have, &c.,

Dated 21st January, 1891.

CROSS.

ROYAL GARDENS, KEW, 21*st January* 1891.

A. GODLEY, Esq., C. B., India Office, S.W.

SIR,—Referring to Mr. Walpole's letter of September 11th, 1890, (R. and S. 1234), I have the honour to inform you that a selection of the second instalment of the collection of Indian Fibres, the despatch to Kew of which was then advised, was forwarded for report to Messrs. Ilse and Christie.

2. Those Fibres were selected which were likely to be of commercial interest in London. The valuable report which these gentlemen have most obligingly favoured me with, will no doubt, be acceptable as information to the Government of India. I have the honour to enclose a copy.—I am, &c.,

W. C. THISELTON DYER.

COLLECTION OF INDIAN FIBRES RECEIVED OCTOBER-NOVEMBER LAST.

72, MARK LANE, LONDON, E.C., 12*th January* 1891.

Messrs. IDE AND CHRISTIE to ROYAL GARDENS, Kew.

DEAR SIR,—We regret that press of other matters has prevented our reporting on these earlier. We now beg to make the following notes on same.

Boehmeria Nivea (Pundulur, Madras).

1st—Cleaned fibre.—Parcels of fibre similar to this have been received in the London market from time to time, but have not met with much favour or a ready sale. We value this at £30 per ton to-day.

2nd—Half cleaned fibre, somewhat in the condition of the "China Grass" of commerce and would realize £25 per ton.

3rd—"Ribbons" "or skeins," value £14 per ton. There has sprung up lately a considerable enquiry for Ramie in this form and pretty large sales could be effected to-day at valuation.

4th—Stems.—Unsaleable in this form.

Calotropis gigantea (Chingleput, Madras, &c.)

1st—Cleaned fibre.—We identify this as the same fibre upon which, we reported to you on 20th October, described as "Fibre from Sind" and our remarks then will generally apply to this sample. The latter is however more carefully prepared, and we would put the range of value at £18 to £28 per ton.

2nd—Barks.—In this form the fibre has no commercial value.

Sida rhombifolia, var *rhomboidea*,

(Bolihar, Rajshahye district)

uncleaned, value £9 per ton.
cleaned, value £10 to £11 per ton.

Malachra capitata (Bombay),

value £15 per ton.

All these belong to the Jute class of fibres and would be available for similar purposes.

Coir Rope (Canara).

Thick.—This is not suitable for this market being of inferior quality to the Rope received from Cochin and Ceylon. Nominal value £12 per ton.

Coir yarn (Cochin).

Of rather irregular make and mixed colour, but is a fairly useful weaving yarn and in regular consumption. The value to-day is £19

to £20 per ton. The sample is more characteristic of the Ceylon productions than of Cochin Coir Fibre (Madras).

Badly cleaned but of fair colour. The value to-day = £20 per ton is unusually high owing to temporary scarcity of supplies.

Phœnix sylvestris (Bombay) Leaves. No value. *Adansonia digitata.* Much too dense and woody to be saleable for paper making.

Hibiscus filiaceus (Sanderbuns, Bengal).

Bombax Malabaricum (Bombay).

These are only suitable for paper making, but the price obtainable would be entirely unremunerative.

Cannabis sativa (Punjab). Stems. Of no value in this form and the branching habit of the plant renders it unsuitable for fibre purposes.

Cyperus tegetum (Bombay).

Culms. Could probably be used locally for papermaking but, would not bear cost of transport.—We are, &c.,

IDE AND CHRISTIE.

APPENDIX TT.

ADMINISTRATION OF THE METEOROLOGICAL DEPARTMENT.

No. 4052 OF 1891.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *23rd November* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce, Bombay, a copy of the Resolution of the Government of India, Revenue and Agricultural Department (Meteorology), No. 27-7, dated 26 h Oct ber 1891, reviewing the Annual Report on the Administration of the Meteorological Department for 1890-91.—I have, &c.,

W. S. HARVEY,
Under-Secretary to Government.

CIRCULAR No. $\frac{27}{7}$

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department (Meteorology), dated Simla the 29th October 1891.

Read—

Letter from the Meteorological Reporter to the Government of India, No. 4453, dated the 21st September 1891, submitting the Annual Report on the Administration of the Meteorological Department for 1890 91.

RESOLUTION.

The report consists as usual of two parts,* but it has been made materially shorter than previous reports, without sacrificing any of its interest or value. In their review of last year's report the Government of India alluded to the untimely death of Mr. Hill, which occurred shortly after its receipt. The summary of his valuable services now recorded by the Meteorological Reporter shows that in him the Government and the Meteorological Department have lost an officer whose industry, talent and technical knowledge it will be hard to replace.

* I.—General. and II.—Details of administration.

2. The number of observatories under charge of the Department in British territory amounted to 157 as against 154 of the previous year. Voluntary observatories were established at Mardan, Fort Tregear (Chittagong Hill Tracts), and Kalimpong (Darjeeling). Much benefit is derived from the exertions of voluntary observers, whose interest and assistance in the prosecution of meteorological science the Government of India are glad to take the present opportunity of acknowledging.

3. Observations were taken at several stations outside India, and the Indo-European Telegraph Department is ready to establish others along its line. The Meshed observations were of special interest and value, as throwing light upon the connection between the cold weather meteorology of Northern India and that of Afghanistan, Eastern Persia and Turkestan. For the further elucidation of this problem the Reporter is anxious to establish for two or three years, if possible, a line of stations across Afghanistan. Attention has been properly called to the necessity for these stations as well as to the defects now apparent in the Baghdad observations.

4. One of the most gratifying features of the year's transactions has been the establishment by Native States of several observatories in important localities. One has been started in Kashmir and seven in Hyderabad, while four more are promised in Mysore. The first, which is to be excellently equipped, has been established with the help of Mr. Lawrence, now employed as Settlement Officer in Kashmir. For the remainder Government are principally indebted to the judgment and energy of the Reporter, who has been at pains to visit the various States, and has thus been enabled to press home his suggestions by personal influence. The thanks of the Government of India are due to the Durbars and political authorities of the various States for the readiness with which they responded to these invitations to utilise their available sources of meteorological information for the benefit of the Empire at large as well as their own territories.

5. Eighty-six observatories were inspected during the year; 24 by Mr. Eliot himself, and 41 by his native personal assistant, Mr. Lala Hem Raj, whom he has succeeded in training to be a careful and efficient inspector. The Government are always anxious to extend the employment of native agency in the field of science, and an obvious advantage is secured in the present instance by the consequent saving of the valuable time of the Reporter himself.

6. For actinometric observations the prevailing conditions were not favourable, but the best possible advantage has been taken of such opportunities as offered themselves. Some long range series were taken and recorded by the native observer, Babu Nibhai Singh, and were sent to the Solar Physics Committee, who, however, have not yet acknowledged them.

7. Considerable progress was made during the year in bringing into effect the measures taken upon the suggestion of the Reporter for the improvement of rainfall registration. The Local Governments and Administrations answered cordially to the call made on them, and district officers have been exhibiting a creditable interest in the subject. Considerable advance has been made, especially in Madras,

in the supply of the Symons' rain gauges, and gauges everywhere have been frequently inspected and generally found to be in good order

8. The publication of monthly rainfall data upon a uniform system has been started, and the tabulation of the available rainfall data of past years and the calculation of averages have made great progress. They will be completed during the present year, and will constitute a valuable record for future reference.

9. Three hundred and fifty sets of special storm-observations, some of a very accurate and intelligent character, were furnished during the year by several of the observers at the meteorological stations.

10. A remarkable advance was made in the collection of marine data both at the Calcutta and Bombay offices, with the result that the Reporter hopes during the present year to publish satisfactory weather-charts of the Arabian Sea and Bay of Bengal.

11. During the year under report the accordance of the actual phenomena of the south-west monsoon, with the predictions based upon the snowfall data, was fairly close. In the North-Western Provinces and a portion of the Punjab, however, the rainfall was considerably heavier than had been predicted owing to the abnormal strength of the Bombay monsoon current—a factor the importance of which had, as stated by the Reporter, not been overlooked. On the other hand, the rainfall in Madras was seriously deficient, although no departure from the normal had been predicted. The forecast of the year 1891 was of an unusually decided character, but has proved nevertheless to be of considerable accuracy.

12. The year under report was characterised by the small number of cyclonic storms. The only change made in the storm-warning arrangements was the replacement by the Government of Bengal of the telephone at False Point by ordinary telegraph instruments. This was an important and serviceable measure. Ample warning was given of all considerable storms which visited any part of India and Burma during the year, and this part of the work of the Department appears to have been well performed, and to have given satisfaction to the public. The system of flood-warnings to canal officers has been found to be of distinct advantage, and in view to their improvement those officers have made practical suggestions, which the Reporter has a rule been able to adopt.

13. The usual weather reports and charts continued to be published throughout the year. No special change was made in the arrangements, which appear to have been excellent and thorough. The Government of India are pleased to learn that the work of the Local Reporter has given satisfaction to the mercantile and marine community in Bombay.

14. The Report of the Meteorology of 1889 and part III of the Cyclone Memoirs were published during the year under report. Part VII of Vol. IV of the Meteorological Memoirs containing valuable contributions from Mr. F. Chambers, late Meteorological Reporter for Western India, and Mr. W. L. Dallas, 1st Assistant Reporter to the Government of India, and Part IV of the Cyclone Memoirs, being a

complete account of the Arabian Sea cyclones by the latter officer, were nearly completed for issue by the end of the year. Several other papers are almost ready for press.

15. An unusually large amount of work was done during the year in verifying instruments.

16. The thanks of the Government of India are due to the Imperial Reporter, to his assistants, and to the Provincial Reporters for the general excellence of the work of the year. The successive reports of each year demonstrate that without any deterioration in its scientific functions, the Department steadily advances in practical usefulness both to the Government and the community generally. The Governor-General in Council has great pleasure in once more acknowledging the extent to which this is due to the energy and judgment of Mr. Eliot.

ORDER.—Ordered, that the foregoing Resolution be forwarded for information to the several Departments of the Government of India, to Local Governments and Administrations, to the Surveyor General of India, the Surgeon-General with the Government of India, and to the Meteorological Reporter to the Government of India.

Ordered also, that it be published in the Supplement to the *Gazette of India*.

[True Extract.]

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

APPENDIX UU.

RULES OF BUSINESS OBSERVED BY THE EXCHANGE BANKS.

The following Rules of Business are strictly observed by the undersigned Banks.

BOMBAY, 1*st December* 1891.

Coast Bills—Are treated in every way exactly as Bills bought locally, except that they may command 3 months' option of delivery, while for Bombay Bills 1 month's option of delivery is given.

Options.—When more than one rate is mentioned in a Contract, the Contract must distinctly state the amount and delivery against each rate.

N.B.—This rule also applies to Contracts made for Bank Paper.

Margins on Contracts.—No margins on Contracts are allowed. Any excess of a Contract will be passed at the current rate of the day. Any short-fall will be cancelled: if a purchase, at current selling rate; if a sale, at current buying rate.

N.B.—It is, however, left to the discretion of Bank Managers to allow a small margin; but same is never to exceed 2 per cent. on the Contract or £100 in all.

Altering delivery of Contracts.—The minimum fine is 1/32*d* or 1/4*c*.

Short Deposits for 1 *and-or* 2 *months*—Will not be taken in smaller amounts than Rs. 10,000, and no receipts will consequently be issued for less than Rs. 10,000.

N.B.—Smaller amounts may be taken at the same rate of interest as allowed on current accounts say, 2 per cent. per annum.

Sixty days' sight Drafts—Will not be issued for smaller amounts than Rs. 10,000.

When buying, the banks shall quote only the rates for—

Sterling Credits and / or D/A.
D/A French Francs.

For other Bills the following differences, at least, will always be charged:—

If D/P and / or D/F	... 1/32*d* or 1/4*c*	Over the rates to be quoted for the above.
If Continental payable London	... D/A ,, 1/32*d*	
Do.	... D/P ,, 1/16*d*	
If Continental Francs outside France payable France	... D/A ,, 1/4*c*	
	... D/P ,, 1/2*c*	

Paying for Bills—

Ready Bills.—Cash on delivery, subject to any special arrangements.

Forward Bills.—Cash 1 day previous to Mail day. If paid or passed to credit of current account previously, interest to be deducted at current Bank of Bombay rate.

All Bills bought for later delivery than the current Mail are considered to be "Forward Bills."

N.B.—The above rule applies also to Bills on China, Japan, and elsewhere.

Selling Bullion.—Payment always to be stipulated for within 10 days after arrival. From the tenth day a minimum interest to be charged at current Bank of Bombay rate.

Rebate on Inward Bills—Will be allowed at the rate of 2 per cent. under Bank of Bombay rate, but never more than 4 per cent. or less than 1 per cent. per annum, no rebate being allowed unless same amounts to 8 annas on each Bill.

Interest on Past Due Rupee Bills—Will invariably be charged at 2 per cent. over Bank of Bombay minimum rate, but never less than 9 per cent.

Documents against Sterling Bills—On which the Exchange has not been settled yet may be delivered against deposit of Rupees, but no interest will be allowed on such deposit, and such Bills will not be held over beyond due date without fixing the Exchange.

Telegraphic Transfers.—The minimum charge for cost of Telegram shall be three words.

The Chartered Mercantile Bank of India, London and China.
The Chartered Bank of India, Australia and China.
The National Bank of India, Limited.
The Agra Bank, Limited.
The Hongkong and Shanghai Bank.
The New Oriental Banking Corporation, Limited.
The Comptoir National d'Escompte.
The Imperial Bank of Persia, Limited.
The Bank of China, Japan and the Straits, Limited.

APPENDIX VV.

VALUATION OF IMPORTS AND EXPORTS IN INDIA.

No. 8214 OF 1891.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 30*th Novemler* 1891.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber and for communication to the mercantile community, copies of a letter from the Government of India, Finance and Commerce Department, No. 4593, dated the 6th instant, and its accompaniments on the subject of the system of the valuation of imports and exports in India.—I have, &c.,

W. S. HARVEY,
Under-Secretary to Government.

No. 4593.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 6*th November* 1891.

To the SECRETARY to the GOVERNMENT of MADRAS, BOMBAY, and BENGAL and to the CHIEF COMMISSIONER of BURMA.

SIR,—I am directed to enclose for the/your information of His Excellency the Governor in Council/of His Honor the Lieutenant-Governor extracts from a Despatch from the Secretary of State for India, No. 48 (Statistics), dated the 16th July 1891, togethe with extracts from the report of the Committee referred to by His Lordship.

2. I am to request that copies of these papers may be distributed to the mercantile community through the local Chamber of Commerce and Trades Association as well as through the authorities of the Customs Department.

3. I am also to request that the particular attention of all Customs officers may be called to the necessity of verifying the declarations of

importers and exporters and of enforcing the law where declarations are found to be seriously inaccurate. They should be instructed that the Government of India, agreeing with Her Majesty's Secretary of State, attaches great importance to the maintenance of accuracy in the declarations which form the basis of the statistics of trade.—I have, &c.,

J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Enclosure to Letter No. 4593 of 1891.

EXTRACTS FROM A DESPATCH FROM HER MAJESTY'S SECRETARY OF STATE FOR INDIA,—No. 48 (STATISTICS), DATED THE 16TH JULY 1891.

PARA. 1.—I forward, for the consideration of your Excellency, six copies of the Report of a Committee appointed to inquire into the Compilation of Import and Export Statistics in the Colonies. You were informed in my despatch dated 3rd April 1890, No. 29, that this Committee had been convened for the purpose of framing recommendations for imparting at least some degree of uniformity to the present varying systems of trade statistics in the different parts of Her Majesty's dominions.

* * * * * * * * *

3. I agree with the remark made in the third paragraph of your letter No. 129 (Statistics and Commerce) of 6th May 1890, that the existing system of the valuation of imports and exports in India is the correct one. Your Excellency will observe that it is by no means the system ordinarily adopted in the Colonies, and it may be hoped that the communication to the latter of the present Report will lead to the institution, wherever needed, of a change of procedure.

4. The question of the measures to be take for ensuring correct returns is one of special importance in a country like India, where fiscal reasons for the adoption of such measures scarcely arise. The procedure in the United Kingdom is set forth on pages 16 to 18 of the Report. The law provides for heavy penalties in the case of incorrect entries, but the usual practice (authorised by the Act of 1876) is to compound with defaulters on payment of a moderate fine. I understand that a similar system exists in India, but I am not aware to what extent it is carried into effect. Any laxity in the enforcement of the law must result in the statistics being more or less defective; and it is very necessary that merchants generally should understand that they must not object to any questioning of the accuracy of their declarations nor to the examination of packages, at the discretion of the officers of Government. I shall be glad if your Excellency will cause the most effectual steps to be taken for making known throughout the mercantile community this expression of my views, and will impress on your officers the duty of systematically and invariably imposing fines in cases of undoubted misstatements of the value of goods.

Extracts from the Report of a Committee appointed to enquire into the compilation of Import and Export Statistics in the Colonies.

* * * * * * * * *

Imports.

Turning now to the means adopted for arriving at the value of consignments, we find that in the great majority of cases a declaration is required from the importer, supported by production of the invoice. In some instances the values are calculated by the Customs either from information supplied by the importer, or from current price lists, or from average prices. The production of invoices is rarely enforced unless the goods are liable to an *ad valorem* duty ; and indeed the amount of accuracy with which these returns are made appears at present to depend almost entirely on the nature of the duty with which the goods are chargeable. In general terms it is not too much to say that while goods subject to an *ad valorem* duty are valued with considerable care and correctness, those liable to a specific duty are valued with but little care, and duty free goods with no care at all. In the last two cases the importer's declaration is in the majority of cases allowed to pass practically unchallenged, under the supposition that as he has nothing to gain by a false declaration his statement may be accepted as correct. The experience of the British Custom House, however, shows that this inference cannot safely be drawn ; for it not infrequently happens that goods, although duty-free, are found to be declared at values which are widely above, or below, the truth. This arises not from a wish to deceive, but from sheer recklessness, and a desire to avoid trouble, on the part of the importer's clerk, on whom, in practice, the duty of preparing the declaration generally devolves, and it is an important source of error, which has to be remembered and guarded against.

It may be well to remark that the Colonial authorities themselves are not insensible to the deficiencies of their statistics as at present compiled. Thus in the replies to Lord Kimberley's circular it was stated by one of the Australian Colonies that the vaules were given in a perfunctory manner, without declaration or penalty ; by another that the returns do not show the entire cost to the Colony of her imports ; and by a third that scientific accuracy is not obtained, and that "if any uniform system for determining these values for statistical purposes be recommended for general adoption it will give Ministers much satisfaction to co-operate in the work by introducing such amendments into the local practice as may make it conform to the adopted system."

Exports.

In the case of exports there is a general agreement as to the principle on which valuations should be based. The value at the port of shipment is taken in every instance, except in four of the smaller West Indian Colonies where the value at the European port of arrival is taken, either for all goods shipped or for staple products only, minor products in the latter case being reckoned at their cost at the port of shipment. In one instance an export duty is included in the value.

In the methods of making the calculations there is more variety. In the greater number of Colonies this is done by the Customs officials

either from local current price lists or from average values obtained from Chambers of Commerce. In several instances a declaration of the exporter, supported in a few cases by the production of invoices or bills of entry, is required by law, and occasionally this is subject to revision by the Customs. But we gather from the correspondence that, in practice, values are given for the most part in a very loose manner; that the Customs supervision is exceedingly small, inasmuch as no question of revenue is concerned; and that the returns as now obtained are very far from being trustworthy.

In Malta, Hong Kong, and Gibraltar no valuations are made.

Two other sources of error which have been pointed out to us by an ex-Customs official are worthy of notice. As regards imports, it appears that in his experience it was no uncommon occurrence to find a consignee furnished by his correspondent with three sets of invoices,—a correct one for his own information, a bogus one for use in the Customs House, and an equally fictitious one for exhibition to his local customers. Again, there was a theory that a Colony to be flourishing must have a preponderance of exports over imports, and if the unassisted figures did not show this they were duly "rectified" by the Customs.

We have no information to show whether either of these disturbing factors is operative at the present time.

* * * * * * *

Trade Statistics of the United Kingdom.

The statistics of the import and export trade of the United Kingdom are derived from the information contained in the Customs "entries." As the entry is thus constituted the foundation of the trade statistics, it will be as well to define here the functions which it fulfils.

Imports.

As regards imports, the entry is a document which contains the following particulars relating to the goods which it represents :—

1. Name of the importing ship.
2. Port of Shipment.
3. Number of packages and quantity and description of the goods.
4. Value of the goods.

The entry must be lodged in the hands of the proper Customs officer before the importer is allowed to obtain possession of his goods, and the order that the goods may be landed and dealt with by the merchant follows upon, and is a direct consequence of, this statement. Upon the particulars set forth in the entry the correctness of the statistics will depend, and in order to secure the greatest measure of accuracy compatible with the conditions under which modern trade is carried on, and the rapid transit of goods, facilities are allowed to importers who may not be in possession of information sufficient to make correct entry immediately upon the importation of their merchandise. Thus the *sight entry* enables dutiable goods to be landed and examined, and subsequently to be "perfected" upon the informa-

tion so obtained, and the *captain's imperfect entry* is used as a means of landing goods for which no entries whatever may have been passed. This is necessary in order to clear the hold of the ship, and, for the goods so landed, perfect and correct entries must afterwards be passed. Thus in both these classes of cases, covering together a considerable proportion of imported goods, provision is made expressly to allow the merchant the reasonable delay which may be necessary in order to enable him to give accurate information. The commonest form of entry is the *free entry* which is the form used when the merchant who is importing duty-free goods (in the British tariff far the greatest proportion of the whole) is able at once from his advices to afford the particulars required in the entry.

Other entries, relating to the disposal of dutiable goods, are the following :—

For goods about to be placed in the bonded warehouse there is the *warehousing entry*, any inaccuracies in which are corrected at a later date, when the quantities of the goods to which it relates have been ascertained with precision, and the *prime entry*, which relates to dutiable goods on which the merchant intends to pay duty immediately upon their being landed. As regards all dutiable goods it may be stated without hesitation that the examination for revenue purposes secures absolute accuracy in the statistics of the *quantities* imported. The *values* are checked in the same way as the values of free goods are checked, a process to be hereafter described.

Description of goods.

In order to preserve what may be called statistical uniformity in the descriptions given by merchants of their importations, all goods, free as well as dutiable, must be entered in accordance with the descriptions contained in what is known as the Official Import List, which lays down the particular denominations under which every kind of article should be described in the entries. It is obvious that without some such guide the statistics would be entirely useless for purposes of comparison. Thus one merchant might enter as "drugs" an article like gallic acid, which another might enter as "dye stuffs"; or one might fairly enter phosphate of lime as "chemicals," while another might classify it amongst "manures." The Import list sets the importers' doubts on such points at rest, and enables the statistical office, in communication with the officers who actually handle the goods, to secure uniform descriptions of a like nature under appropriate headings. Alterations in this list are made from time to time by the proper authorities, and the observance of such alterations is binding upon merchants, who are liable to penalties for any wilful or negligently careless misdescriptions of their goods.

Value.

For purposes of comparison the most important factor in the entries from a statistical point of view is the value stated therein, and numerous checks are applied to ensure correctness in this respect. The value which should be given in the entry for ordinary imported goods is the value at the port of entry, with all charges up to the moment of landing on the quay. In other words, this may be described as the "c. i. f." value (cost, frieght, and insurance). The officers who are present at the landing of the goods and who check the quantities would, in the case of any glaring

under-valuation or over-valuation, question the entry. But the principal check afterwards applied in the central statistical office to (which a copy of the entry is sent), where the officials possess a knowledge of current values and where market reports and lists of "prices current" are readily available to detect any departures from substantial accuracy in this respect. The chief difficulty encountered is the habitual carelessness of merchants' clerks, who will, where they think they can escape detection, insert fictitious values to save themselves trouble. The entry is in the form of a declaration, but the production of invoices is not demanded unless the officials have reason to doubt the particulars given, though whenever the value stated differs in any appreciable degree from the known average value of articles, invoices are always required. The full legal penalty for incorrect description is 20*l.* and the forfeiture of the goods in each case, but in practice it is found that fines of 5*s.* or 10*s.* are effectual for the purpose. Higher fines are, however, imposed when necessary. These fines are usually inflicted by the simple fiat of the Board of Customs without procedure before a Magistrate; and the Board's decision is almost invariably accepted by the offenders in the light of a waiver of proceedings for the full penalty, and the small fine paid without demur.

Checks on import values.

* * * * *

TRADE STATISTICS OF INDIA.

We are of opinion that the fact that the system carried out in British India approximates closely to that which is in force in the United Kingdom is worthy of serious consideration, and is calculated to afford material help in the endeavour to arrive at a solution of our problem, partly because India is the most important of our dependencies, in regard to trade and population, and also in view of the circumstance that, India being almost free of indirect taxation, the question of revenue hardly arises, the elaborate system of trade returns being thus constructed for purely statistical purposes. Nor is the labour bestowed upon these compilations regarded by the Indian authorities as expended for merely academic results, but rather as affording an index to the state of general prosperity, besides involving at times considerations of interest in connection with particular branches of Indian trade or manufacture.

The Indian system is thus briefly described in an official despatch: "In India the valuations are based for imports on the bills of entry, and for exports on the shipping bills, which every importer and exporter must put in when landing or shipping goods. These documents are prescribed by the Sea Customs Act VIII of 1878, section 29 of which requires that the quantity and value of goods shall be truly declared; the value being, under section 30 of the Act, the wholesale value at the place of import or export, less trade discount. These declarations are subject to scrutiny in all cases, whether the goods are dutiable or not, and the Collector of Customs has the power to examine any goods at any time, and call for invoices or other documents where he doubts the accuracy of declarations. Importers and exporters are liable to penalties for false declarations, whether the goods are dutiable or not. We consider that this is the true principle

on which valuation should everywhere be based, and we would suggest the general adoption of the system throughout the Empire."

* * * * *

RECOMMENDATIONS.

We now proceed to submit our recommendations as to the system which we would advocate for adoption by the Colonies.

IMPORTS.

I. *Imports should be valued as they lie in the port of entry.*—This method not only has the advantage of bringing the Colonial practice into conformity with that of Great Britain, India, and most foreign countries, but it is also the most correct. For the cost of a commodity to its consumers (represented in this case by the importing country) is, for the most part, ultimately measureable by the labour expended upon it before it reaches the consumer's hands, and there can be no justification for arbitrarily excluding from the calculation that part of the labour which has been expended on the sea transit.

II. The value at the port of entry will be made up of the following items :—

(*a*) *Invoice value,* less trade discounts where these are allowed ;

(*b*) *Freight ;*

(*c*) *Insurance ;*

(*d*) *Value of packages.*

* * * * *

III. *The value should be obtained from a declaration of the consignee,* which it should be obligatory on him to furnish in each instance.

It will be seen from Appendix E that in most foreign countries the values are calculated from average prices fixed officially once a year ; and prior to 1871 the system of computed values was followed in the British Custom House. The relative accuracy of the two methods has been warmly debated, but we are of opinion that the principle we advocate is the better for two reasons. In the first place, if the declaration is correctly made in each instance, it is evident that the totals must be accurate ; and in the second place, where there are fluctuations in prices, the official value is always behind the true value, prices being under-estimated in a rising market and over-estimated in a falling one. Nor do these opposing sources of error necessarily balance themselves in a given period of time, for the experience of the British Custom House, in the cases referred to below in section IV, where it is necessary to use computed values, has shown that very considerable errors may arise in this way.

Under this system the correctness of the returns will be dependent on the accuracy of the declarations, which is to be secured in two ways ; (*a*) by a Custom check, and (*b*) by a penalty on the consignee for making an incorrect declaration—

(*a*) The Customs officials in abstracting the entries into their books will, from the experience they thus gain as to the

normal prices of commodities, be able to detect at once any departure from current values. They should query such cases and refer them to the head of the department, who would then call on the importer for an explanation to be accompanied, if necessary, by production of the invoice.

(*b*) If the explanation is unsatisfactory, as showing either wilful carelessness or an intent to deceive on the part of the importer, the latter should be punishable by fine.

We consider the power of enforcing regulations by fine to be of so much importance to the proper compilation of these statistics that although we have already explained the practice of the imperial Customs,* we think it right to set out here in full the provisions of the British law on the subject. They are as follows :—

Consolidation of Customs Laws and Tariff Act, 1876 (39 & 40 *Vict.*, *c.* 36).

"The importer of any goods not subject to duties of Customs, or his agent, shall deliver to the Collector or other proper officer an entry of such goods in the Form No. 5 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct; and such entry, when signed by the Collector or other proper officer, shall be transmitted to the examining officer, and be his warrant for the delivery of the goods mentioned therein, and if such entry shall be incorrect in any particular, the importer or his agent shall within fourteen days after the landing of the goods deliver to the proper officer of Customs a full and accurate account thereof.

Section 64. Imports.

"Upon the entry of any goods the importer, his agent, or the consignee of the ship, as the case may be, shall deliver two or more duplicates of the entry thereof, as the case may require, in which duplicates all sums and numbers may be expressed in figures; and the number of duplicates shall be such as the Collector or other proper officer may require; and the importer or his agent shall produce to such officer, if required by him, the invoice, bills of lading, and other documents relating to the goods."

Section 65. Imports.

"Every importer, agent, or other person entering any goods, who shall fail to comply with the foregoing regulations so far as they are respectively applicable to the goods entered by him, shall forfeit a sum not exceeding twenty pounds, and such goods shall be liable to forfeiture."

Section 72. Imports.

Customs and Inland Revenue Act, 1881 (44 & 45 *Vict.*, *c.* 12).

"The exporter of goods for which no bond is required shall (except as hereinafter provided), within six days after the final clearance outwards of the exporting ship, or within such other period as the Commissioners of Customs may direct, either by himself or his agent,

Section 11. Exports.

* *See* page 713.

deliver to the proper officer of Customs at the port of shipment a specification in the Form No. 8 or No. 9 in Schedule B to the Customs Consolidation Act, 1876, according to the nature of the goods, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct, and shall subscribe the declaration at the foot thereof, and on the demand of the proper officer of Customs shall produce the invoice, bill of lading, and other documents relating to the goods, to test the accuracy of such specification, and on failure to comply with any of the foregoing requirements the exporter or agent shall for every such offence forfeit five pounds; and in case any of the particulars contained in any such specification shall be incorrect or inaccurate, the person subscribing the declaration shall forfeit the like penalty."

Customs Laws and Tariff Act, 1876 (39 & 40 *Vict.*, *c.* 36).

Section 209. Waiver of Proceedings, &c.

"When any seizure shall have been made, or any fine or penalty incurred or inflicted, or any person committed to prison for any offence under the Customs Acts, the Commissioners of the Treasury or Customs may direct the restoration of such seizure, whether condemnation shall have taken place or not, or waive proceedings or mitigate or remit such fine or penalty, or release from confinement, either before or after conviction, such person on any terms and conditions as they shall see fit."

We invite particular attention to these provisions, which we recommend as the model for Colonial legislation. The power given to the Customs authorities to waive penalties on terms, in other words to impose mitigated penalties, is of special value. It avoids the cumbrous procedure of suing for penalties before a Magistrate, and the offender will generally be very glad to escape with the mitigated penalty. In practice it will be found that fine of 5*s.*, or 1*l.* in bad cases, will usually be quite sufficient to secure correct returns, if regularly inflicted; while in grave cases the full penalty would be sued for in the Courts. It should be understood, however, that the object is to secure accuracy and not to harass traders, and that each recommendation for a fine must be submitted to the head of the Customs Department and approved by him before being acted on. Moreover, it not uncommonly happens that the importer, with every desire to afford information, has not the requisite particulars at the moment of landing the goods; and this case will be met by the permission given in section 64 of the Act of 1876 above quoted to amend the entry within 14 days without fine.

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EXPORTS.

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VI. *The value of the goods* shown in the ship's manifest should be ascertained from the declaration of the exporter, to be supported, when required, by production of the invoice; and penalties should be imposed for incorrect declaration exactly as in the case of imports.

* * * * * * *

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	Alexander Brown	1862-63
M. T. Brownrigg	1837-38	Andrew Grant	1863-64
H. G. Gordon	1838-39	A. C. Gumpert, Alexander Stewart	1864-65
J. Skinner	1839-40	Æ. J. Hunter	1865-66
T. R. Richmond	1840-41	W. Christian, A. J. Hunter, Alexander Brown	1866-67
C. B. Skinner	1841-42	J. Foggo	1867-68
S. D. Murray	1842-43	Hamilton Maxwell	1868-69
J. Wright, E. Lyon	1843-44	H. E. Astley, D. Graham	1869-70
T. Cardwell	1844-45	A. D. Grant	1870-71
J. Smith	1845-46	W. G. Hall	1871-72
W. Graham	1846-47	J. K. Bythell	1872-73
John Parsons	1847-48	H. E. Bright, E. Lord	1873-74
A. G. Latham	1848-49	D. Watson	1874-75
Robert Strong	1849-50	J. A. Forbes	1875-76
W. S. Grey	1850-51	G. F. Henry, Donald Graham	1876-77
John Parsons	1851-52	Walter Lang	1877-78
A. H. Campbell	1852-53	M. Mowat	1878-79
H. B. Gilmour	1853-54	C. Macdonald	1879-80
James Graham	1854-55	J. N. Graham	1880-81
W. F. Hunter	1855-56	E. Comber, W. M. Macaulay	1881-82
A. T. Binny, H. B. Gilmour	1856-57	James Thorburn	1882-83
John Fleming	1857-58	The Hon. Sir F. Forbes Adam, Kt., C.I.E,	1883-84, 1884-85, 1886, 1887, 1888, 1889.
Robert Ryrie	1858-59	The Hon. A. F. Beaufort,	1890.
H. D. Cartwright, Henry Scott	1859-60	The Hon. L.R.W. Forrest,	1890-92
Andrew Grant, George Hamilton, George Lord	1860-61		
James N. Fleming, Michael H. Scott	1861-62		
Robert Hannay	1862-63		

Secretaries.

R. X. Murphy	1836-38	J. A. Crowe (Acting)	1858-59
J. E. Brenan	1838	H. Brooke	1859-64
R. X. Murphy	1838-41	James Taylor	1864-73
T. J. A. Scott	1841-46	John Gordon	1873-84
John Connon	1846-57	David Watson (Acting)	1881-82
John Mawson	1857-59		

JOHN MARSHALL, appointed 1885.

ANNUAL GENERAL MEETING.

PROCEEDINGS of the Annual General Meeting of the members of the Bombay Chamber of Commerce, held on Wednesday, 10th February 1892, to transact the following business :—

I. To receive the Report of the out-going Committee.

II. To confirm the nomination of the members of the new Committee, made in accordance with Section 12 of Rule VII.

III. To confirm the addition to the Tonnage Scale of the article "Bran, in bags," in accordance with the ascertained measurement.

IV. To elect new members, and to transact any other business that may be brought forward.

Present :

The Hon'ble Mr. L. R. W. FORREST, Chairman, in the Chair.

Mr. J. L. Symons,
„ A. F. Beaufort,
„ S. D. Sassoon,
„ A. Abercrombie,
„ P. B. Savile,
„ J. Tintner,
„ E. Schoen,
„ R. S. Campbell,
„ G. Cotton,
„ H. E. E. Procter,
„ F. A. Reddie,
„ M. C. Turner,
„ G. C. Scaramanga,
„ S. Abraham,
„ J. A. Cassels,
Mr. L. Aeppli,
„ D. Jackson,
„ F. W. Quanbrough,
„ H. W. Uloth,
Lieut.-Col. W. S. S. Bisset, R.E., C.I.E.
Mr. T. W. Cuffe,
„ J. M. Ryrie,
„ J. W. Brown,
„ C. Worthington,
„ D. H. Glade,
„ J. C. Bergendahl,
„ J. H. Sleigh,
„ J. Dickson,
„ James Buchan, and
Mr. John Marshall, Secretary.

After the notice convening the meeting had been read by Mr. John Marshall, the Secretary, the annual report was presented for adoption.

The Hon'ble Mr. Forrest, in moving the adoption of the report said : Gentlemen,—We usually hold our annual meeting in the month of January, but the production of the Report was delayed by the time of our Secretary being occupied at the close of last month in assisting your Chairman to arrange the public meeting of the inhabitants of Bombay, when the leading representatives of the people proposed a vote of condolence to her Majesty and the members of the Royal Family on their recent sad bereavement. It must have afforded the greatest satisfaction to all of us Europeans to notice with what entire union and harmony each and every community joined with us in expressing their sympathy and regret. Few of us will forget the marked respect shown on Wednesday, the 20th of January, when every mill, office, and establishment was closed.

The report has now been in your hands for some days, and it treats the subjects discussed by your Committee so fully and so clearly that there is very little for me to say ; and it is rather for you gentlemen, to express your opinion, than for me, whose views as a member of the Committee are already before you in this report.

The improvement in the local post deliveries has very properly been recognized as a public benefit procured by the representations of your Committee, and especially by the careful and able manner in which the case was worked out by Mr. Marshall and placed before the postal authorities. Mr. Atkins deserves much praise for his ready response to our representations, and Mr. Owen for the willing way in which he carried out the reforms. I trust the new Committee will see their way to suggesting to the Post Office that the half anna stamp should be made the unit, that the advance should be by half annas, and that we should be allowed to send a *tola* for the lowest postage. I am told on good authority it would not perceptibly increase the burdens of the letter-carriers, and it would free a large and influential portion of the public from the restrictions of using one particular class of paper and envelopes.

The bill of lading question will no doubt come up for discussion again. Most of us will note with satisfaction the late decision in the 'Court of Small Causes,' whereby a steamer was made responsible for short delivery, though the bill of lading was so worded that her agents declined responsibility.

The cotton frauds question was one of the most important subjects we have had to deal with. We all appreciate the trouble taken by

Mr. James in the matter, and we respect his desire to benefit the trade, and his care for the interests of the ryots and of Government. A more energetic Commissioner does not exist. He deserves the thanks of all mercantile men for the zeal with which he entered into the development of feeder lines in the Northern Division; but we found it quite impossible to agree with him either as to the necessity or advisability of any legislation. We could not go to Government and ask them to undertake the supervision of the cotton trade, and order the ryot to grow any particular class of cotton. We found that in the Berars and in Khandeish the cultivation of cotton was flourishing and increasing. I believe that the new rule of sampling and examining cotton from any part of the bale will check adulteration and false packing, and a little more interchange of information between our Cotton Trade Association and the Associations in Europe will make our trade run smooth, and we shall be better able to offer the kind of cotton it best suits our ryots to grow.

With regard to feeder lines we have borne our testimony to the value of Mr. Little's labours. The promotion of railways seems to be a lifelong labour of love with him. We have urged that the three proposed lines in Guzerat, promising so well, should be constructed by Government, but that rather than any delay should take place in the development of the country through which these lines will pass, we would gladly see them placed in the hands of the private company that is willing to undertake them. A well-known Survey officer has assured me that there are lakhs of acres of virgin soil in Nawapur Petha, in the neighbourhood of the Taptee, with a climate suitable for growing all sorts of exportable crops—wheat, cotton, linseed, &c.—and that already the very rumour of a line between Surat and Nundobar has been sufficient to make a great enquiry about the lands, which are now being broken into numbers, and of which survey settlement is in preparation to be introduced in two or three years more. From the signs already visible there can be but little doubt that the commencement of the railway will be the signal for large tracts of land to be taken up at once. We have spoken plainly, though I trust respectfully, on the hindrances given to public enterprise. Schemes submitted are sent backwards and forwards from the Local Government to the Government of India, and from thence to the Secretary of State, and then out again for further information or on account of objections taken to some minor points, until years go by, and one quite understands why so little English capital is attracted out here,

let alone the uncertainties of exchange. If you, gentlemen, knew as much as I happen to know of the vexatious delays and obstacles which were found in the way of the Nassik Tram Company and the Barsee Feeder Company, you would wonder that anybody had the patience, courage, and energy to spend years of valuable time and private fortune in these schemes. I do not suppose Government officials really like promoters. Officials accustomed to study the advantage and improvement of the country, without reference to their pockets, cannot appreciate a combination which is to benefit both parties. I think the fairer way would be to say at once, "We do not want you: if the line is likely to be a profitable one, we will do it ourselves and give the taxpayer the profit." But if the Government do desire light feeder branches attached to their trunk lines, and want the country opened up without the risk of a guarantee, let them not drive away enterprise by wearisome delays or insisting on stipulation which cannot be acceded to. Let them recognize that the promoters want some profit, and that they must be able to offer some inducements to capitalists: let the company be treated liberally, and the terms quickly settled, with due regard to public interests. And this last is not such a difficult question. I imagine that the competition of boats in some places, of carts in others, will be sufficient to ensure the company duly regarding the public interests, which are really their own. And let the trunk lines also refrain from putting obstacles in the way. We all know that the Government protest against municipalities and native princes putting on transit duties. Well, for my part I think that when the traffic manager of a main line charges two terminals for its feeder branches he is as bad as the native prince and president of a mofussil municipality that puts on transit duties.

The necessity for an overbridge on the Frere Road over the G. I. P. sidings has not been lost sight of. Your representatives on the Port Trust fully recognize the claim of both the public and the trade. I have my confidence that the Corporation, who have already, I understand, offered to build the northern portion, will in due course recognize the advantage of continuing the road right on to the north. It is obvious that a good road more or less all along the foreshore is what is really wanted.

I understand that the Cotton Trade Association have determined not to make special rules for the trade conducted on railway receipts, as these documents are of no legal value to the holder. We have asked the Government of India to consider the practicability of a

second form of railway receipt printed on a special coloured paper, and to be given, when asked for, at stations not less than 300 miles distant. These forms to have the full security of a bill of lading. There are difficulties in the way, but I do not believe they are insuperable, and the new Committee will, I am sure, be glad to hear more on the subject from the Cotton Trade Association.

The Merchandise Marks Act has worked smoothly, but, as might be expected, efforts are being made to overreach the Act by fraudulent ticketing and stamping after the goods have passed the Custom House. A public prosecutor is probably necessary to work such cases, and it has been pointed out that the Act does not apply to our local manufactures. Some of you may perhaps think it would be well if it did.

The Chamber of Commerce meeting could not be complete without some reference to silver. It is, like the poor, ever with us, and ever perplexing. I do not propose to say much, as to-day we hear the Calcutta Chamber has addressed Government, and we may be asked to also express our views. And I think the chairman should wait to hear what his committee have to say. It is sufficient for the present to say that India is never likely to have, at any rate in our time, anything but a silver currency, and that therefore the Indian Government can do little except watch the course of events in Europe. We have not been much troubled during the past twelve months with American speculation or legislation, but this is only due to the enormous amount of money poured into America for her crops, and the farmers have therefore ceased from pressing for more currency. People seem surprised at the low rate of exchange while the statistical position is said to be so strong. They quite overlook the effect of the American cotton crop on the demand for our own, and our own short crop. Meantime exchange is going down, until our sterling prices are brought to such a level as will attract European buyers.

I ventured at the last annual meeting to say that there was every prospect of a good year before us, especially in exports, looking to the condition of our crops and of the markets in Europe. The figures of our trade up to 31st December have surpassed my anticipations. 1891 has been a bumper year for Bombay. The cotton crop was the second largest ever known, and our exports much above the average. Our wheat shipments the largest ever made, and that of seeds, groundnuts, and other produce so satisfactory, that, notwithstanding the exports of cotton show a reduction in value of nearly

six crores, our total exports for the twelve months reach 41 crores, a slight excess over previous years. The tonnage that cleared from this port was nearly fifty per cent. over that of the two previous years. This is some consolation if the prospects for this year are not so bright. But prices for all kinds of produce are now on a very low level, and I dare say that after March we shall all have more to do than we can well manage. Though we have famine in some parts of India, the admirable measures for relief undertaken by the various Governments prevent the possibility of such fearful sufferings as are being endured by the Russian peasantry, for whom, indeed, we must feel the greatest sympathy.

I will conclude by thanking you for the honour you have conferred on me by re-electing me to this chair. I thank the members of the Committee for their assistance during the past year, and those gentlemen who have obliged us by sitting on the special committees and giving us the benefit of their experience on certain subjects. The staff deserve much credit for the careful and accurate manner in which the statistics are made out, and you will all admit the measuring department continues to give general satisfaction, the whole being under the able management of Mr. Marshall, whose valuable services to the Chamber of Commerce we all appreciate so highly. (Applause.)

The Chairman then moved :—" That the Report of the Committee, which has been circulated, be adopted and printed for general information, together with the documents therein referred to."

Mr. Beaufort, in seconding the motion, said : I have great pleasure in seconding the resolution proposed by the Chairman. If the past year has seen no burning questions discussed, the report before you is sufficient evidence that a considerable number of important subjects have been carefully ventilated, and good work done in the interest of the trade and commerce of this port. You, Sir, have touched upon the majority, and there are only one or two to which I propose to refer. I entirely agree with the committee in what they say regarding the working of the Merchandise Marks Act. We have been fortunate in having had it administered by men of the stamp of Mr. Spence and Mr. James Campbell, and I think we ought to congratulate Government on their permitting the present incumbent to remain at his post for more than the average period of his predecessors. Our best thanks are due to Mr. James, the enthusiast, for his agitation regarding cotton, for it has enabled the Chamber, through the able pen of its Secretary

to place its views in no uncertain light before the Government. Following in the steps of the immortal Sir Charles Napier, I understand Mr. James has, on bended knees, cried "Peccavi." In the administration of the province we wish him every success and a happy repose from studying the wickedness of those engaged in the cotton trade of this country. I shall be glad if members will express an opinion as to whether the time has not come for the Chamber to take up the question of Bill of Lading reform. I am quite aware of the great difficulties in the way, but I think, nevertheless, an effort should be made to try and secure an uniform Bill of Lading homewards from Bombay. Some of you may remember the attempt which was made two years ago by a self-appointed committee of shippers, but that attempt failed because Messrs. Ralli Brothers withdrew at the eleventh hour. I hope I may look with confidence to Mr. Scaramanga to induce his firm to join in a fresh attempt to settle one form—a form fair alike to shippers and shipowners, and a form which will not require to be carefully examined, each time it is used, to see if any fresh exceptions have been introduced.

The speaker then referred to the recent judgment in the Small Causes Court against the Hansa Line and to the action of a firm of agents in heading a Bill of Lading of their own by the well-known title of "Eastern Trade Bill of Lading." Continuing, he said, an outward form was arranged some years ago for piece-goods between the Manchester Chamber and the four Liners, who recently wrote to the *Economist*, repudiating the Bill of Lading which had been objected to, but they made no reference to their homeward forms, which were frequently the subject of revision without notice to the public. Even the P. & O. recently did this, and left shippers to find out the change. He (Mr. Beaufort) fully anticipated that at that meeting the anonymous "Member of the Chamber," who disputed in the local papers his (Mr. Beaufort's) assertion that a vast majority of the members still adhered to the resolution passed some years ago regarding the Silver Question would have come forward with a fresh resolution favouring bi-metallism. This *rara avis* had, however, not had the courage of his opinions, and he (Mr. Beaufort) thought he had acted wisely in maintaining his anonymous position.

The motion was then carried.

Mr. George Cotton proposed that the thanks of the Chamber should be tendered to the Chairman and Deputy Chairman, the outgoing

Committee, and the Secretary for their able conduct of the affairs of the Chamber during the past year. In the course of his remarks Mr. Cotton said no vote of thanks would be complete unless it included the name of the Secretary, Mr. Marshall, to whom they owed their very best thanks for the very full report of the proceedings of the Chamber during the past year. They also owed him a debt of gratitude for the careful and courteous manner in which the ideas of the Committee were conveyed, whether it was to the Government, the public, or whoever else it might be. After the Chairman's speech and that of Mr. Beaufort, it was not necessary for him to say much, but he thought it right in proposing the vote of thanks to say that it seemed to him that the Chamber had, as it always had been, on the alert with reference to all matters ; there was not the smallest thing that escaped their attention, and certainly they were constantly engaged in considering that very big question, namely, the railway question. The Chairman in his remarks had referred specially to the Merchandise Marks Act in so far as it had not touched local producers of yarns. Although the Act had not exactly affected all that people expected, it had not oppressed them as many people thought it would. No doubt under the judicious working of the Commissioners of Customs, Mr. Spence, and Mr. Campbell, the Act had been worked to very great advantage with a minimum of disadvantage. They did not want legislative measures that would interfere with their trade, and in the working of the Act he felt that he was expressing the views of not only that Chamber, but of every one in Bombay when he said that they appreciated it most because of the judicious way it was worked. An injudicious working of it might have been a very serious hardship for most of them. He trusted the new Committee would not forget to work upon that point of the Act with reference to yarns, for it was one of those little technical mistakes which it was almost impossible for a Government to avoid unless they had good expert opinion about them. As to the Cotton Frauds Act, he could only endorse what had already been said. Their best thanks were certainly due to Mr. James for the time and labour he had devoted to that particular subject. That the Committee could not recommend legislation was known from the report. He thought they must thank Mr. Marshall specially for the very elaborate report upon that question, for it was a document which could be pointed to ever afterwards as an answer to those who favoured legislative measures for protecting their own business. Speaking of the improved postal service, Mr. Cotton

said they were very deeply indebted to the Chairman, the Secretary, and the Committee for the good services they had rendered, not only to the Chamber, but to the whole of the public, and he further thought it would be wrong if they did not take that opportunity of expressing to the Postmaster-General their sincere thanks for the kindly and courteous way in which he had received the suggestions made by the Chamber. Alluding to the incoming Committee, the speaker said they were passing through rather critical times, with an exchange at 1s. 3¾d., with scarcity in some parts of the province, with a vast outlay in the North-West upon the absolute necessity of providing for the defence of the Empire, and it struck him that at some future time the Government of India might find some difficulty in balancing their account. If unfortunately at any time there should be such a deficiency, he thought it was the duty of the Committee of that Chamber, and every commercial man, to point out in what way he thought it could best be made good. The Land-tax it was impossible to increase, the Income-tax and the Salt Duty had hitherto been those from which the Government had drawn, but he believed they were all agreed that the Income-tax, as far as this country was concerned, was a most objectionable mode of taxation. Its incidence was unfair, and to increase the Salt Tax would be looked upon as a hardship for the poorer classes. There was, however, one thing which the Government of India could do, and they should ask them to do if necessary, and that was to re-impose the import duties. (Mr. Beaufort: No. No.) So long as it was thought that the import duties were protective, that they protected the mill industry of this country against Lancashire, he thought Lancashire had a right to say no, one part of the Empire should be protected against another, but it had been shown that the import duties were no protection for the mills of Bombay, which since its removal had increased to four, five or six times their former number. If the duties were a protective measure, he would be one of the first to oppose their re-imposition, because he did not believe in "coddling" any industry. For purposes of revenue their re-imposition was perfectly fair, especially in India. It was the only way they could get anything from the various States throughout India which contributed little or nothing to the defence of the Empire. He sincerely trusted that the Chamber, recognising the fact that it was not a protective duty, would change their tactics, and if, unfortunately, it became necessary for the Government of India to balance its account by any fresh imposition of taxation, that would be the direction the Chamber would point out to it.

Mr. R. S. Campbell, in seconding the motion, said he felt sure that all would unanimously join in passing a cordial vote of thanks to the retiring Committee for their able conduct of the affairs of the Chamber during the past year. The report showed that the labours of the Committee had been varied and extensive. After the full and interesting speeches which they had had the pleasure of listening to, it would be wrong of him to take up their time with any lengthened remarks. He should, therefore, only briefly refer to one or two points. Being one of the representatives of the Chamber on the Port Trust board, he should like to say a few words about matters which were mentioned in the report as having been before the Trustees, and which had been that day referred to by the Chairman. The Committee had done well to draw attention to the great delay which had taken place in carrying out the suggested overbridges. There was no doubt that that they were urgently wanted in several places, notably on the Frere Road near Wari Bunder. The difficulties of arranging between the Municipality and the Port Trust about the proportion of liability had caused this matter to lie over for a long time, but it was now being actively discussed, and he trusted that before long matters would make some satisfactory progress. As to the landing and embarking of passengers in Bombay there could be only one opinion. The facilities for landing and embarking passengers were not what they should be in a place like Bombay, and it was most desirable that they should be improved ; but it was an exceedingly difficult thing to know what was best to be done and the more the question was considered the more real the difficulties appeared. There had been various suggestions for improvement, and they had all been carefully considered by the Port Trust. Undoubtedly the best plan would be to have a really good landing place in Mody Bay available for boats of considerable draught of water at all times and at all seasons of the year, but it was found that this would be an exceedingly expensive undertaking, and the Port Trust would not be justified in incurring the expense at present at any rate. The new small pier at Ballard Road, near the Port Trust offices, could at any time be extended, if found advisable. It would be interesting to see what improvement resulted from that new pier, and from the now comparatively deep water landing-place at the Customs bunder. If those improvements were not found enough, the Chamber must continue to agitate, but the difficulties which had to be faced must be kept in mind. Speaking of the Merewether Dry Dock,' he said he was glad to have the opportunity

of calling public attention to the great advantages of that dock. He did not think that it was sufficiently known what facilities were given for docking and cleaning steamers at all times and tides, the steamers being able to move into and out of dry dock from wet docks at any time. He had all along thought that the charges were started on too high a scale, but he hoped there was a fair chance of some reduction being made that year, and he was sure that steamer owners would find it a great advantage to use the dock for periodical examination and cleaning of steamers, especially during the eight months of the year when the climate of Bombay was particularly suitable for the work. Alluding to the Merchandise Marks Act, he said, as the report stated, the Act had worked well during the past year, but it would add much to its usefulness if the provision were enforced which empowered the Public Prosecutor to take action with regard to infringements of the Act which were found out after the goods had passed the Custom House. As matters stood, private firms or individuals would only take proceedings very reluctantly when forced to do so in self-protection, and no private person would undertake the trouble and expense of instituting proceedings for the public good. The Collector of Customs had, he believed, suggested that power should be given to the Public Prosecutor to take action with regard to goods which were found by the Police and the Customs authorities to be contrary to the Merchandise Marks Act after the goods had passed the Custom House. For instance, labels giving wrong descriptions were affixed to goods after they had passed the Custom House and before they reached the consumer. He thought it would materially help the usefulness of the Act if that power were given.

The Chairman remarked that if Mr. Cotton, instead of expending his eloquence upon the members of that Chamber, would, when he next went home, go through the districts of Lancashire and succeed in convincing the Chambers of Commerce in Manchester, Liverpool, and Oldham, and other parts, that they should not bring weight to bear upon the Secretary of State in reference to the question of import duties, he would do much more good than that Chamber was ever likely to do in regard to the subject. (Laughter.)

Mr. Beaufort said he should like to know whether Mr. Cotton would approve of the imposition of an export duty on cotton yarns from Bombay to China and other foreign ports, so as to put Bombay and Manchester, in regard to an imposition of duties, on an even footing?

Mr. Cotton said Mr. Beaufort was completely out of order. He had had an opportunity of making a speech upon the motion he (Mr. Cotton) proposed, and he did not take advantage of it. He could not put himself out of order by answering Mr. Beaufort, otherwise he should be pleased to do so. (Laughter.)

Mr. Cotton's motion was then adopted.

On the motion of Mr. M. C. Turner, seconded by Mr. S. D. Sassoon, it was resolved that the following gentlemen should be elected members of the Committee of the Bombay Chamber of Commerce for the year 1892 :—Mr. G. A. Barnett, C.I.E., Mr. G. C. Scaramanga, Mr. R. S. Campbell, Mr. J. C. Bergendahl, Mr. H. W. Uloth, Mr. D. H. Glade, and Mr. R. H. Macaulay.

It was proposed by the Chairman, seconded by Mr. J. L. Symons, Deputy Chairman, and carried,—"That the following addition to the new tonnage scale, in accordance with ascertained measurement, should be confirmed :—Pressed bran in bags, 12 cwt. to the steamer ton ; unpressed bran in bags, 11 cwt. to the steamer ton. Pressed bran to be understood as not less than 5 maunds (of 28lbs.) in a bag of 45 by 26 inches."

The Chairman here announced that Messrs. Latham & Co. and the Bank of China, Japan, and the Straits, Limited, had been elected members of the Bombay Chamber of Commerce.

It was resolved, on the motion of Mr. J. H. Sleigh, seconded by Mr. D. Jackson, that Mr. N. S. Symons should be re-elected auditor for the year 1892.

A vote of thanks was then accorded to the Chairman and the proceedings terminated.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 9th January.	Week ending 16th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 6 1/16d.	1s. 6 5/16d.
„ „ Sight	1s. 6¼d.	1s. 6 7/16d.
„ „ 3 m'ths' „	1s. 6 7/16d.	1s. 6 9/16d.
„ „ 4 „ „	1s. 6½d.	1s. 6⅝d.
„ „ 6 „ „	1s. 6⅝d.	1s. 6¾d.
First-class Credits ... 3 „ „	1s. 6⅝d.	1s. 6⅞d.
„ „ 6 „ „	1s. 6 13/16d.	1s. 6 15/16d.
Documents ... ... 3 „ „	1s. 6 21/32d.	1s. 6 25/32d.
„ ... ... 6 „ „	1s. 6 27/32d.	1s. 6 31/32d.
Paris Francs Mercantile Bills... 3 „ „	1·96½	1·97¼
„ „ „ ... 6 „ „	1·98½	1·99¼
On Calcutta Bank Telegraphic Transfer	100 3/32	100⅛
On China Mer'tile Bills, 60 days' Sight.	216	216
Eng. Bar Gold, 100 touch (per tola)	Rs. 20-12-0	Rs. 20-13-0
Sovereigns	„ 13- 2-0	„ 13- 2-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105	Rs. 105 13/16
Four-and-a-half per cents. ...	„ 107 Noml.	„ 107 Noml.
IMPORTS.		
Piece Goods— Market,	Moderate demand.	Dull and easier.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-7-0 to 3- 7-3	Rs. 2-7-0 to 3- 6-6
7½ to 8¼ lbs „ „ „ ...	„ 3-1-0 to 4-14-0	„ 3-0-6 to 4-13-0
2½ to 3 lbs. 30-32 Madapollams „ ..	„ 1-1-9 to 1- 9-6	„ 1-1-6 to 1- 9-3
No. 40s Mule Twist, (per lb.) ...	As. 8¼ to 8 11/16	As. 8¼ to 8 11/16
No. 30s Water „ „ ...	„ 7¾ to 8½	„ 7¾ to 8½
Copper Braziers, (in bundles) (per cwt.)	Rs. 41-12-0 to 41-14-0	Rs. 41-12-0
Yellow Metal, (in cases) („)	„ 36-4-0	„ 36-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27	Rs. 27
Staffordshire Bar Iron, „ „...	„ 30	„ 30
Swedish Bar Iron, „ „...	„ 34 to 40	„ 34 to 40
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15¼ ready „ 15¼ forward.	Rs. 15¼ ready „ 15¼ forward.
Welsh Hartley Coal, (per ton) „	Rs. 14 ready; 14 fwd.	Rs. 14 ready; 14 forward
Cardiff Coal, „ „	„ 16¾ ready; 17¼ fwd.	„ 17¼ „ ; 17¼ „
EXPORTS.		
Cotton— Market. (per candy.)	[more doing. Unchanged; rather	Quiet, but steady.
Broach, ... Fine...	Rs. 213 to 214 Feb.-March	Rs. 217 March.
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 208 Feb.	Rs. 209 March.
Hingunghat, ... Good...	.....	„ 194 ready.
Do. ... ... F G....	Rs. 198 ready.	.....

mittee of the Chamber of Commerce during the Year 1891.

Quotations.	Week ending 9th January.	Week ending 16th January.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G....	Rs. 187 Ready	Rs. 197 Ready
" " Good..	" 182 "	" 190 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 172 Ready	Rs. 174 Ready
" ... ... Good..	" 169 "	" 165 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 176 Ready	Rs. 177 Ready
" ... ... F.G....	.....	" 167 "
" ... ... Good..	.....	" 162 "
Dhollera, ... Fine...	Rs. 200 Feb.-March	" 202 April-May
" ... ... F.G....	" 189 " "	" 192 " "
" ... ... Good..	" 183 " "	" 184 " "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 172 Ready	Rs. 170 Ready
" .. .. F.G. ..	" 159 "	" 160 "
" ... ... Good..	" 153 "	" 152 "
" .. ... F.G.F.	.....	.....
Dharwar (S.G.),.. ... Good..	Rs. 190 April-May	Rs. 193 April-May
" " .. F.G.F.	.....	.....
Westerns, ... Good ...	Rs. 180 " "	Rs. 182 " "
" .. .. F.G.F.	.....	.....
Gingelly Seed, White (per cwt)..	.....	.....
" Black " ...	.....	.....
Linseed, Bold " ...	Rs. 6-4-6 Ready	Rs. 6-5-0 Ready
" Small Seed " ..	" 6-3-6 "	" 6-4-0 "
Rapeseed, Guzerat Yellow " ...	" 6-8-0 "	" 6-8-0 "
" Brown Delhi " ..	" 5-15-0 "	" 5-15-0 "
" Yellow Cawnpore " ...	" 6-4-0 "	" 6-7-0 Forward
Poppy Seed " ...	" 6-15-0 Forward	" 7-0-0 Ready
Groundnuts " ..	" 5-9-6 Ready	.....
Wheat, White Pessy " ..	" 4-9-9 "	Rs. 4-10-0 Ready
" Khabri Pessy " ...	.....	.....
" Ahmedabad (Soft Red) " ...	Rs. 4-5-6 Ready	Rs. 4-5-0 Ready
" Laskari " ..	" 3-9-0 "	" 3-9-0 "
" Hard Yellow " ..	" 3-11-0 " 63 %	" 3-11-6 " 63 %
" Khandwa " ..	.....	.....
" Delhi No. 1, White Pessy " ...	Rs 4-7-6 Ready	Rs. 4-7-6 Ready
" " Red " ..	" 4-4-0 "	" 4-4-0 "
" Hard Red Khatha " ..	" 3-12-0 "	" 3-12-0 "
" Nagpore Khathi " ...	" 4-1-6 "	" 4-1-9 "
Opium, (Malwa) per chest, Old	" 1,100 "	" 1,090 "
" " " New ..	" 1,040 "	" 1,015 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet)	Nil.	Nil.
" " " Suez Canal, (per ton of 40 feet).	£0-16-6 to £0-17-0	£0-18-9
" Seeds and Wheat	£0-16-6	£0-18-0
London—M'ment cargo, P. & O. Co. ..	£0-18-9	£1-0-0
" Seeds and Wheat " ...	£0-16-3	£0-16-3
" M'ment cargo, Via Canal..	.....	....
" Seeds and Wheat " ..	.....	....
Havre—M'ment cargo " ..	£0-18-9	£0-19-0
" Seeds and Wheat " ..	£0-17-6	£0-18-9
Antwerp—M'ment cargo " ..	£0-17-6	£0-17-6
" Seeds and Wheat " ...	£0-17-0 to £0-17-6	£0-17-0 to £0-17-6
Hull " .	£0-17-6	£0-18-6
Dunkirk " ..	£0-17-6 to £0-18-0	£0-18-3
Trieste & Venice—M'ment cargo,, ..	£1-7-6 at 2s. Ex.	£1-5-0 at 2s. Ex.
" Seeds & Wheat ,, ..	£1-5-0 at 2s. Ex.	£1-5-0 at 2s. Ex.
Marseilles and Genoa—M'ment cargo Via Canal.	£0-16-9 to £0-17-6	£0-18-0 to £0-18-9
" " Seeds & Wheat ,, ...	£0-16-9 to £0-17-6	£0-18-0 to £0-18-9
China Steamer	Rs. 12 to 17 (Japan).	Rs. 12 to 17 (Japan).
Australia	....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 23rd January.	Week ending 30th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 6⅛d.	1s. 6 1/16d.
„ „ Sight	1s. 6⅛d.	1s. 6⅛d.
„ „ 3 m'ths' „	1s. 6⅛d.	1s. 6⅛d.
„ „ 4 „ „	1s. 6 7/16d.	1s. 6 5/16d.
„ „ 6 „ „	1s. 6 9/16d.	1s. 6 7/16d.
First-class Credits 3 „ „	1s. 6 9/16d.	1s. 6⅝d.
„ „ 6 „ „	1s. 6 23/32d.	1s. 6⅝d.
Documents 3 „ „	1s. 6 19/32d.	1s. 6 13/32d.
„ 6 „ „	1s. 6¾d.	1s. 6 17/32d.
Paris Francs Mercantile Bills 3 „ „	1·95½	1·93½
„ „ „ 6 „ „	1·97½	1·94½
On Calcutta Bank Telegraphic Transfer	100⅛	100⅛
On China Mer'tile Bills, 60 days' Sight.	216	217 Hongkong; 301 Shanghai.
English Bar Gold, 100 touch (per tola)	Rs. 20-14-0	Rs. 21-7-0
Sovereigns...	„ 13-2-0	„ 13-5-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	1 „
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105 13/16	Rs. 105 11/16
Four-and-a-half per cents. ...	„ 107¼ Nominal.	„ 107½
IMPORTS.		
PIECE GOODS— Market	Dull.	Dull.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 2-7-0 to 3-6-6	Rs. 2-7-0 to 3-6-6
7½ to 8¼ lbs. „ „ „	„ 3-0-6 to 4-13-0	„ 3-0-6 to 4-13-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-1-6 to 1-9-3	„ 1-1-6 to 1-9-3
No. 40s Mule Twist, (per lb.) ...	As. 8¼ to 8 11/16	As. 8¼ to 8 11/16
No. 30s Water „ „ ...	„ 7⅞ to 8½	„ 7⅞ to 8½
Copper Braziers, (in bundles) (per cwt.)	Rs. 42-4-0	Rs. 42-4-0
Yellow Metal, (in cases) „ ...	„ 36-0-0	„ 36-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 26½	Rs. 26
Staffordshire Bar Iron, „ „ ...	„ 29	„ 29
Swedish Bar Iron, „ „ ..	„ 34 to 40	„ 34 to 40
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15¼ ready; 15½ Forwd.	Rs. 15 rdy.; 15¼ fwd.
Welsh Hartley Coal, (per ton) „	„ 14Nml.„ ; 14 Nml.„	....
Cardiff Coal, (per ton) „	„ 17¼ „ ; 17¼ „	Rs. 17½ rdy.; 17¼ fwd.
EXPORTS.		
COTTON— Market per candy.	Quiet, not much business doing.	Quiet.
Broach, ... Fine...	Rs. 213 March.	Rs. 206 Ready.
Do. ... ... F.G....	.....	„ 204 March.
Do. ... ... Good ..	Rs. 206 March.	„ 201 „
Hingunghat, ... Good ..	„ 193 Ready.	.....
„ ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 23rd January.	Week ending 30th January.
EXPORTS—*contd.*		
COTTON— [per candy		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 196 Ready	Rs. 190 Ready
" " Good...	" 190 "	" 184 "
" " F.G.F..	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 170 Ready	Rs. 169 Ready
" ... ... Good...	" 165 "	" 164 "
" ... ... F.G.F.	" 155 "	.....
Belatee, ... Fine...	" 170 "	Rs. 170 Ready
" ... ... F.G....	" 167 "	.....
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 201 April-May.	" 195 March-April.
" ... ... F.G....	" 190 "	" 184 " "
" ... ... Good.	" 182 "	" 177 " "
" ... ... F.G.F.	.....	.....
Bengals .. .. Fine....	Rs. 170 Ready	Rs. 168 Ready
" .. .. F.G... ..	" 160 "	" 155 "
" .. .. Good ..	" 152 "	" 148 "
" .. .. F.G.F....	.....	.....
Dharwar (S.G.) .. Good....	Rs. 190 April-May.	Rs. 188 April-May
" .. .. F.G.F.	.....	.....
Westerns .. .. .. Good..	Rs. 180 April-May.	Rs. 177 May-June
" .. .. ..F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)..	.....	Rs. 7-12-0 Ready
" Mixed " ..	.....	" 7-7-0 "
Linseed, Bold " ..	Rs. 6-3-6 Ready	" 6-4-3
" Small Seed " ..	" 6-2-0 "	" 6-3-3 "
Rapeseed, Guzerat Yellow " ...	" 6-8-0 "	" 6-9-0 "
" Brown Delhi " ..	" 5-15-0 "	" 6-2-0 Forward
" Yellow Cawnpore " ..	" 6-3-0 "	" 6-6-0 Ready
Poppy Seed " ..	" 7-0-0 "	" 6-10-0 "
Groundnuts " ..	.....	" 5-5-0 "
Wheat, White Pessy " ...	Rs. 4-9-0 Ready	" 4-9-6 " 85 %
" Khabri Pessy "	.....	....
" Ahmedabad (Soft Red)" ...	Rs. 4-4-0 Ready	....
" Laskari " ..	" 3-9-3 "	....
" Hard Yellow " ..	" 3-11-0 "	Rs. 3-13-0 Ready
" Khandwa " ..	.....	....
" Delhi No. 1, White Pessy" ...	Rs. 4-7-6 Ready	Rs 4-6-0 Forward
" " Red " ..	" 4-4-0 "	" 4-0-6 "
" Hard Red Khatha " ...	" 3-12-0 "	" 3-10-0 Ready
" Nagpore Khathi " ..	" 4-1-0 "	" 4-1-6 "
Opium, (Malwa) per chest, Old ..	" 1,090 "	" 1,100 "
" " " New ..	" 1,010 "	" 1,000 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil	Nil
" " " Suez Canal, (per ton of 40 feet).	£1-1-3	£1-2-0
" Seeds & Wheat.. ...	£1-0-0	£1-1-0
London—M'ment cargo, P.&O. Co. ..	£1-0-0	....
" Seeds & Wheat do. ..	£0-18-9 to £1-0-0	....
" M'ment cargo, Via Canal..	....	£1-2-6
" Seeds and Wheat " ..	....	£1-1-3
Havre—M'ment cargo " ..	£1-1-3	£1-2-6
" Seeds and Wheat " ...	£1-0-6	£1-1-3
Antwerp—M'ment cargo " ..	£0-18-6	£1-0-0
" Seeds and Wheat " ..	£0-18-9	£1-0-0
Hull " ..	....	....
Dunkirk " ..	£1-1-3	....
Trieste & Venice—M't. cargo,, ..	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
" " Seeds & Wheat,, ...	....	£1-10-0 at 2s. Ex.
Marseillies and Genoa—M't. cargo Via Canal.	£1-2-6	£1-1-3
" Seeds & Wheat " ..	£1-1-3	£1-1-3
China Steamer	Rs. 12 to 17 (Japan)	Rs. 12 to 17 (Japan)
Australia	....	" 35 to 45 (under 5 Tons)

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 6th February.	Week ending 13th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 13/16d.	1s. 5½d.
,, ,, Sight	1s. 5⅝d.	1s. 5 9/16d.
,, ,, 3 m'ths' ,,	1s. 6d.	1s. 5 11/16d.
,, ,, 4 ,, ,,	1s. 6 1/16d.	1s. 5⅝d.
,, ,, 6 ,, ,,	1s. 6 3/16d.	1s. 5 27/32d.
First-class Credits 3 ,, ,,	1s. 6⅛d.	1s. 5 13/16d.
,, ,, 6 ,, ,,	1s. 6¼d.	1s. 5 15/16d.
Documents ... 3 ,, ,,	1s. 6 5/32d.	1s. 5 13/16 to 1s. 5 27/32d.
,, ,, 6 ,, ,,	1s. 6 9/32d.	1s. 5 31/32d.
Paris Francs Mercantile Bills 3 ,, ,,	1·90⅜	1·87½
,, ,, 6 ,, ,,	1·92¼	1·89
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	217 Hongkong; 302 Shanghai.	217 Hongkong; 300½ Shanghai.
English Bar Gold, 100 touch (per tola)	Rs. 21-7-6	Rs. 21-15-0
Sovereigns	,, 13-6-0	,, 13-10-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	3 per cent.	3 per cent.
,, of Interest on Demand Loans on Govt. Securities.	3 ,,	3 ,,
Rate of Discount in the open Market on Govt. Securities ...	2 ,,	2 ,,
Money Market	Easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105	Rs. 104
Four-and-a-half per cents. ...	,, 107½	,, 106¾
IMPORTS.		
Piece Goods— Market	Flat.	Dull.
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece).	Rs. 2-8-0 to 3-3-6	Rs. 2-8-0 to 3-3-6
7½ to 8¼ lbs. ,, ,, ,,	,, 3-1-0 to 4-12-0	,, 3-1-0 to 4-12-0
2½ to 3lbs. 28-30in. Madapollams ,,	,, 1-5-0 to 1-12-0	,, 1-5-0 to 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 8-2 to 8-7	As. 8-2 to 8-7
No. 30s Water ,, ,, ...	,, 7-9 to 8-4	,, 7-9 to 8-4
Copper Braziers, (in bundles.) (per cwt.)	Rs. 42-6-0	Rs. 42-12-0
Yellow Metal, (in cases) ,, ...	,, 36-4-0	,, 36-10-0 to 36-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 26	Rs. 27
Staffordshire Bar Iron, ,, ,,	,, 29	,, 29
Swedish Bar Iron, ,, ,,	,, 34 to 39	,, 34 to 39
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15 ready; 15 forward	Rs. 14½ ready; 14½ forward.
Welsh Hartley Coal, (per ton) ,,	.....	Nil. ,, ; Nil. ,,
Cardiff Coal, (,,) ,,	Rs. 18 ,, ; 17½ ,,	,, 18¼ ,, ; 17¼ ,,
EXPORTS.		
Cotton— Market.	Quiet.	Very Dull for export.
per candy.		
Broach, ... Fine...	Rs. 207 Ready.	Rs. 209 Ready.
Do. ... ... F.G....	Rs. 205 March.	Rs. 207 March.
Do. ... ... Good ..	Rs. 201 ,,	,, 203 ,,
Hingunghat, ... Good ..	.....	.....
,, ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 6th February.	Week ending 13th February.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good Staple, Fine	.....	.....
,, ,, F.G....	Rs. 186 Ready	Rs. 186 Ready
,, ,, Good...	,, 183 ,,	,, 183 ,,
,, ,, F.G.F..	.....	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 168 Ready	Rs. 169 Ready
,, ... Good ..	,, 163 ,,	,, 164 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 170 Ready	Rs. 170 Ready
,, ... F.G....	.....	.....
,, ... Good ..	.....	.....
Dhollera, ... Fine...	Rs. 197 Ready	Rs. 197 Ready
,, ... F.G....	,, 186 ,,	,, 187 ,,
,, ... Good ..	,, 180 Future Delivery	,, 182 ,,
,, ... F.G.F.	.....	.....
Bengals, ...Fine.....	Rs. 169 Ready	Rs. 170 Ready
,, ...F.G.....	,, 155 ,,	,, 156 ,,
,, ...Good ..	,, 147 ,,	,, 149 ,,
,, ...F.G.F...	.....	.....
Dharwar (S.G.) .. ..Good ..	Rs. 188 April-May	Rs. 188 April-May
,, ,, ...F.G.F...	.....	.....
Westerns, ...Good ..	Rs. 178 May-June	Rs. 178 May-June
,, ...F G.F....	.....	...
Gingelly Seed, White (per cwt.)	Rs. 8-0-0 Ready	Rs. 7-10-0 Ready
,, Mixed ,, ..	,, 7-6-0 ,,	,, 7-4-0 ,,
Linseed, Bold ,, ..	,, 6-3-6 ,,	,, 6-4-0 ,,
,, Small Seed ,, ..	,, 6-3-0 ,,	,, 6-3-0 ,,
Rapeseed, Guzerat Yellow ,, ...	,, 6-9-0 ,,	,, 6-9-0 ,,
,, Brown Delhi ,, ...	,, 5-14-0 ,,	,, 6-0-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-6-0 ,,	,, 6-6-0 ,,
Poppy Seed ,, ...	,, 6-11-0 ,,	,, 6-11-0 ,,
Groundnuts ,, ..	,, 5-6-0 ,,	,, 5-6-0 ,,
Wheat, White Pessy (85 %) ..	,, 4-9-3 ,,	,, 4-9-0 ,,
,, Khabri Pessy ,, ..	....	.....
,, Ahmedabad (Soft Red),, ..	Rs. 4-5-0 Forward	Rs. 4-5 0 Nominal Ready
,, Laskari ,, ..	....	.....
,, Hard Yellow (75 %) ..	Rs. 3-12-0 Ready	Rs. 3-12-0 Ready
,, Khandwa ,, ...	.....	.....
,, Dehli No. 1, White Pessy,, ...	Rs. 4-6-6 Forward	Rs. 4-7-0 Forward
,, ,, Red ,, ..	....	,, 4-7-6 ,,
,, Hard Red Khatha ,, ..	Rs. 3-10-0 Ready	,, 3-10-0 Ready
,, Nagpore Khathi ,, ..	,, 4-0-6 ,,	,, 4-1-0 ,,
Opium, (Malwa) per chest. Old ..	Rs. 1,100 ,,	Rs. 1,100 ,,
,, ,, ,, New ..	,, 1,000 ,,	,, 1,000 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
,, ,, ,, Suez Canal (per ton of 40 feet.)	£ 1-3-9	£1-2-6
,, Seed and Wheat ...	£ 1-2-6	£1-2-0
London—M'ment cargo, P. & O. Co. ..	.....	£1-5-0
,, Seeds & Wheat do. ...	.....	£1-2-6
,, M'ment cargo. Via Canal..	.....	.....
,, Seeds and Wheat ,, ...	....	....
Havre—M'ment cargo ,, ..	£1-3-9	£1-3-9
,, Seeds and Wheat ,, ..	£1-2-6	£1-3-9
Antwerp—M'ment cargo ,, ..	£1-3-9	£1-3-9
,, Seeds and Wheat ,, ..	£1-2-6	£1-3-9
Hull ,, ..	Nominal.	Nominal
Dunkirk ,, ..	£1-3-9	£1-3-9
Trieste & Venice—M't. cargo,, ..	£1-12-6 at 2s. Ex.	£1-15-0 at 2s. Ex.
,, ,, Seeds & Wheat,, ...	....	....
Marseilles and Genoa—M't. cargo Via Canal.	£1-3-9	£1-3-0
,, ,, Seeds & Wheat ,, ..	£1-3-9	£1-3-0
China Steamer	Rs. 12 to 17 (Japan)	Rs. 12 to 17 (Japan)
Australia	,, 35 to 45 (Under 5 Tons)	,, 35 to 45 (Under 5 Tons)

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 20th February.	Week ending 27th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 5 3/16d.	1s. 4 15/16d.
„ „ Sight	1s. 5¼d.	1s. 5d.
„ „ 3 m'ths' „	1s. 5⅛d.	1s. 5 3/32d.
„ „ 4 „ „	1s. 5 7/16d.	1s. 5⅛d.
„ „ 6 „ „	1s. 5½d.	1s. 5 7/32d.
First-class Credits 3 „ „	1s. 5½d.	1s. 5 5/16d.
„ „ 6 „ „	1s. 5⅝d.	1s. 5 7/16d.
Documents 3 „ „	1s. 5 17/32d.	1s. 5 11/32d.
„ 6 „ „	1s. 5 21/32d.	1s. 5 15/32d.
Paris Francs Mercantile Bills 3 „ „	1·84¼	1·82½
„ „ 6 „ „	1·86	1·83¾
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	217 Hongkong; 301 Shanghai.	301 Shanghai.
English Bar Gold, 100 touch (per tola)	Rs. 22-4-0	Rs. 22-8-0
Sovereigns	„ 13-13-0	„ 14-4-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	3 „
Money Market	Easy, but prospects firmer ahead.	Steadier.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103¾	Rs. 103¾
Four-and-a-half per cents. ...	„ 107	„ 107
IMPORTS.		
PIECE GOODS— Market	Dull.	Steady.
6½ to 7lbs. 34-38in. Grey Shrtgs (per piece)	Rs. 2-10-0 to 3-4-0	Rs. 2-10-6 to 3-4-6
7¼ to 8¼ lbs. „ „ „	„ 3-2-0 to 4-12-0	„ 3-2-6 to 4-12-6
2½ to 3lbs. 28-30in. Madapollams „	„ 1-6-0 to 1-12-0	„ 1-6-0 to 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 8-2 to 8-7	As. 8-2 to 8-7
No. 30s Water „ „ ...	„ 7-9 to 8-4	„ 7-9 to 8-4
Copper Braziers, (in bundles) (per cwt.)	Rs. 43-8-0	Rs. 43-12-0
Yellow Metal, (in cases) „ ...	„ 37-0-0	„ 37-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 28	„ 29
Staffordshire Bar Iron, „ „ ...	„ 30	„ 31
Swedish Bar Iron, „ „ ...	„ 36 to 42	Rs. 36 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15 ready „ 14½ forward.	Rs. 15 ready „ 14½ forward.
Welsh Hartley Coal, (per ton) „	Nml.	Nml.
Cardiff Coal, „ „	Rs.18¼ rdy.; Rs.17½ fwd.	Rs.18¼ rdy.; Rs.17½ fwd.
EXPORTS.		
COTTON— Market. [per candy.	Quiet.	Quiet.
Broach, ... Fine...	Rs. 212 Ready	Rs. 212 to 213 Ready.
Do. ... ... F.G....	„ 208 March	„ 208 March.
Do. ... ... Good..	„ 203 „	„ 204 „
Hingunghat, ... Good..	.....	.....
„ ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 20th February.	Week ending 27th February.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
,, ,, F.G....	Rs. 186 Ready	Rs. 186 Ready
,, ,, Good..	,, 183 ,,	,, 183 ,,
,, ,, F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 171 Ready	Rs. 171 Ready
,, ... Good..	,, 165 ,,	,, 165 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 170 Ready	Rs. 171 Ready
,, ... F.G....	.....	.....
,, ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 198 Ready	Rs. 199 Ready
,, ... F.G....	,, 187 ,,	,, 187 ,,
,, ... Good..	,, 182 ,,	,, 184 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 172 Ready	Rs 172 Ready
,, ... F.G..	,, 158 ,,	,, 158 ,,
,, ... Good..	,, 151 ,,	,, 150 ,,
,, ... F.G.F.	....	....
Dharwar (S.G.) .. .. Good..	Rs. 191 May	Rs. 192 May
,, ... F.G.F.	....	.....
Westerns, ... Good..	Rs. 180 May-June	Rs. 180 May-June
,, ... F.G.F.	....	...
Gingelly Seed, White (per cwt.)	Rs. 7-15-0 Ready	Rs. 7-10-0 Ready
,, Mixed ,, ..	,, 7-7-0 ,,	,, 7-7-0 ,,
Linseed, Bold ,, ..	,, 6-5-6 ,,	,, 6-7-0 ,,
,, Small Seed ,, ..	,, 6-3-6 ,,	,, 6-6-0 ,,
Rapeseed, Guzerat Yellow ,, ...	,, 6-14-0 ,,	,, 7-8-6 Forward
,, Brown Delhi ,, ...	,, 6-6-0 ,,	,, 6-13-6 ,,
,, Yellow Cawnpore ,, ..	,, 6-10-0 ,,	,, 6-8-0 ,,
Poppy Seed ,, ..	,, 6-13-0 ,,	,, 7-1-0 Ready
Groundnuts ,, ..	,, 5-6-0 ,,	,, 5-5-6 ,,
Wheat, White Pessy (85 %) ,, ...	,, 4-9-6 ,,	,, 4-11-0 ,,
,, Khabri Pessy (75 %) ,, ..	.....	,, 4-9-0 ,,
,, Ahmedabad(Soft Red),, ..	,, 4-6-0 Forward	,, 4-8-0 Forward
,, Laskari ,,	....	....
,, Hard Yellow (63 %) ...	,, 4-0-0 Forward	Rs. 3-13-6 Ready
,, Khandwa ,, ...	....	....
,, DelhiNo.1, WhitePessy,, ...	Rs. 4-8-0 Forward	Rs. 4-11-6 Forward
,, ,, Red ,, ..	,, 4-2-0 ,,	,, 4-4-0 ,,
,, Hard Red Khatha ,, ...	,, 3-8-0 Ready	,, 3-10-6 Ready
,, Nagpore Khathi ,, .	,, 4-2-6 ,,	,, 4-3-6 ,,
Opium, (Malwa) per chest, Old ..	,, 1,100 ,,	,, 1,120 ,,
,, ,, ,, New ..	,, 1,000 ,,	,, 1,000 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
,, ,, ,, Suez Canal. (per ton of 40 feet.)	£1-5-0	£1-3-9
,, Seeds and Wheat ..	....	£1-3-0
London—M'ment cargo, P.&O. Co..	£1-5-0	£1-5-0
,, Seeds & Wheat do. ..	£1-1-3	£1-2-6
,, M'ment cargo, Via Canal..	....	£1-2-6
,, Seeds and Wheat ,, ...	....	£1-2-6
Havre—M'ment cargo ,, ..	£1-5-0	£1-5-0
,, Seeds and Wheat ,, ..	....	£1-3-9
Antwerp—M'ment cargo ,, ..	£1 5-0	£1-5-0
,, Seeds and Wheat,, ..	£1-5-0	£1-3-9
Hull ,, ..	.....	....
Dunkirk ,, ..	£1-5-0	£1-4-0
Trieste & Venice—M't. cargo,, ..	£1-16-3 at 2s. Ex.	£1-16-3 at 2s. Ex.
,, ,, Seeds & Wheat,, ..	....	
Marseillies and Genoa—M't cargo Via Canal.	£1-3-9	£1-3-9
,, ,, Seeds & Wheat ,, ..	£1-3-9	£1-3-9
China Steamer	Rs. 12 to 15	Rs 12 to 17 (Japan)
Australia	,, 35	,, 35 (15 Under 5 Tons,

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 6th March.	Week ending 13th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 1/16d.	1s. 5¼d.
„ „ Sight	1s. 5⅛d.	1s. 5 5/16d.
„ „ 3 m'ths'	1s. 5¼d.	1s. 5 7/16d.
„ „ 4 „	1s. 5 9/32d.	1s. 5 15/32d.
„ „ 6 „	1s. 5 5/16d.	1s. 5 9/16d.
First-class Credits ... 3 „	1s. 5⅜d.	1s. 5 9/16d.
„ „ 6 „	1s. 5½d.	1s. 5 11/16d.
Documents... ... 3 „	1s. 5 13/32d.	1s. 5 19/32d.
„ 6 „	.....	1s. 5 23/32d.
Paris Francs Mercantile Bills ... 3 „	1·83	1·85
„ ... 6 „	1·84½	1·86½
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/32
On China Mer'tile Bills, 60 days' Sight.	217	217
English Bar Gold, 100 touch (per tola)	Rs. 22-4-6	Rs. 22-4-0
Sovereigns	„ 14-1-0	„ 14-1-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 per cent.	6 to 7 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „	5 „
Rate of Discount in the open Market on Govt. Securities ...	3 „	3 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103 9/16	Rs. 104
Four-and-a-half per cents. ...	„ 107¼	„ 107¼
IMPORTS.		
Piece Goods— Market.	Steady.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-10-6 to 3-4-6	Rs. 2-10-6 to 3-4-6
7½ to 8½ lbs. „ „ „	„ 3-2-6 to 4-12-6	„ 3-3-0 to 4-13-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-6-0 to 1-12-0	„ 1-10-0 to 1-12-6
No. 40s Mule Twist, (per lb.) ...	As. 8-2 to 8-7	As. 8-3 to 8-8
No. 30s Water „ „ ...	„ 7-9 to 8-4	„ 7-9 to 8-3
Copper Braziers, (in bundles) (per cwt.)	Rs. 43-14-0	Rs. 43-2-0
Yellow Metal, (in cases) „ ...	„ 37-6-0	„ 37-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 29	„ 29
Staffordshire Bar Iron, „ „	„ 31	„ 30 to 31
Swedish Bar Iron, „ „	„ 36 to 42	„ 35 to 41
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15¼ ready	Rs. 14 ready „ 14½ forward.
Welsh Hartley Coal, (per ton) „	Rs. 13 ready	Nominal
Cardiff Coal, („) „	„ 18 ready; 17½ fwd.	„ 18 Ready; 17 „
EXPORTS.		
Cotton— Market. [per candy.	Quiet.	Quiet.
Broach, ... Fine...	Rs. 208 Ready	Rs. 205 Ready
Do. ... ... F.G....	„ 204 „	„ 201 „
Do. ... ... Good..	„ 200 „	„ 198 „
Hingunghat, ... Good...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 6th March.	Week ending 13th March.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
„ „ F.G....	Rs. 186 Ready	Rs. 183 Ready
„ „ Good...	„ 180 „	„ 177 „
„ „ F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... F.G....	Rs. 171 Ready	Rs. 170 Ready
„ ... Good...	„ 165 „	„ 164 „
„ ... F.G.F.	.....	.....
Bélatee, ... Fine...	Rs. 171 Ready	Rs. 172 Ready
„ ... F.G....	.....	.....
„ ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 197 Ready	Rs. 196 Ready
„ ... F.G....	„ 188 „	„ 185 „
„ ... Good...	„ 181 „	„ 181 „
„ ... F.G.F.	.....	.....
Bengals, ... Fine.....	Rs. 170 Ready	Rs. 168 Ready
„ .. ... F.G.....	„ 157 „	„ 154 „
„ .. .. Good ...	„ 148 „	„ 146 „
„ .. ... F.G.F...	....	.....
Dharwar (S.G.) .. Good ..	Rs. 190 May	Rs. 190 May
„ „ .. .. F.G.F ..	....	....
Westerns, ... Good ..	Rs. 180 May-June	Rs. 178 June
„ ... ... F.G.F ..	....	....
Gingelly Seed, White (per cwt)	Rs. 8-0-0 Ready	Rs. 7-14-6 Ready
„ Mixed „ .	„ 7-5-0 „	„ 7-8-6 „
Linseed, Bold „ ..	„ 6-6-0 „	„ 6-6-0 „
„ Small Seed „ ..	„ 6-5-0 „	„ 6-5-0 „
Rapeseed, Guzerat Yellow „ ...	„ 7-1-0 „	„ 7-12-0 „
„ Brown Delhi „ ..	„ 6-14-0 Forward	„ 7-9-0 Forward
„ Yellow Cawnpore „ ..	„ 7-7-6 „	„ 7-11-0 „
Poppy Seed „ ..	„ 7-4-6 „	„ 7-0-0 Ready
Groundnuts „ ...	....	„ 5-6-6 „
Wheat, White Pessy „ ...	Rs. 4-12-6 Ready (85 %)	{ 93 % Rs. 4-15-6 April-May { 85 % Rs. 4-14-6 „
„ Khabri Pessy „ ...	„ 4-11-6 Forward	....
„ Ahmedabad (Soft Red) „ ...	„ 4-8-6 „	Rs. 4-10-6 April-May
„ Laskari „ ..	....	....
„ Hard Yellow „ ..	Rs. 4-2-0 Ready	{ 75 % Rs. 4-4-0 March-Apl. { 63 % Rs. 4-3-0 „
„ Khandwa „ ...	.....	....
„ Delhi No. 1 White Pessy „ ..	.....	Rs. 4-12-0 April-May
„ „ Red „ ..	Rs. 4-4-6 Nominal Ready	„ 4-5-6 May-June
„ Hard Red Khatha „ ...	„ 3-13-6 Ready	„ 3-14-0 (New) Ready
„ Nagpore Khathi „ ..	„ 4-4-0 Nominal Ready	„ 4-5-6 April-May
Opium, (Malwa) per chest, Old ..	„ 1,115	Rs. 1,120 Ready
„ „ „ New ...	„ 1,000	„ 1,000 „
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
„ „ „ Suez Canal. (per ton of 40 feet..	£1-3-9	£1-5-0
„ Seeds & Wheat	£1-2-6	£1-4-6
London—M'ment cargo, P.&O. Co. ..	£1-5-0	£1-5-0
„ Seeds & Wheat do. ..	£1-2-6	£1-2-6
„ M'ment cargo Via Canal..	.....	.....
„ Seeds and Wheat „ ..	....	.....
Havre—M'ment cargo „ ...	£1-6-3	£1-5-0
„ Seeds and Wheat „ ..	....	£1-5-0
Antwerp—M'ment cargo „ ..	£1-4-6	£1-5-0
„ Seeds and Wheat „ ..	£1-4-6	£1-5-0
Hull „ ..	....	.....
Dunkirk „ ..	£1-4-6	£1-5-0
Trieste & Venice—M't. cargo „ ..	£1-16-3 at 2s. Ex.	.. ..
„ „ Seeds & Wheat „ ..	....	....
Marseilles and Genoa—M't. cargo Via Canal.	.....	£1-4-6
„ „ Seeds & Wheat „ ..	£1-4-6	£1-4-6
China Steamer	Rs. 12 to 15 ; Rs. 17 Japan	Rs. 12 to 15 ; Rs. 17 Japan
Australia..	„ 35 (Rs. 45 under 5 tons)	„ 35 (Rs. 45 under 5 tons)

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 20th March.	Week ending 26th March.
EXCHANGE.		
On England, Bank Bills, Tel· Transfer...	1s. 5 7/32d.	1s. 5 1/32d.
,, ,, Sight	1s. 5 9/32d.	1s. 5 1-16d.
,, ,, 3 m'ths' ,,	1s. 5 13/32d.	1s. 5 7/32d.
,, ,, 4 ,, ,,	1s. 5 7/16d.	1s. 5¼d.
,, ,, 6 ,, ,,	1s. 5½d.	1s. 5 5/16d.
First-class Credits 3 ,, ,,	1s. 5½d.	1s. 5 5/16d.
,, ,, 6 ,, ,,	1s. 5⅝d.	1s. 5 7/16d.
Documents... ,, 3 ,, ,,	1s. 5 17/32d.	1s. 5 11/32d.
,, ,, 6 ,, ,,	1s. 5 21/32d.	1s. 5 15/32d.
Paris Francs Mer'tile Bills 3 ,, ,,	1·84¼	1·82¼
,, ,, 6 ,, ,,	1·85¾	1·83¾
On Calcutta Bank Telegraphic Transfer...	100 1/32	100
On China Mer'tile Bills, 60 days' Sight.	217½	217
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-3-0	Rs. 22-6-0
Sovereigns	,, 13-15-0	,, 14-1-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills.	6 per cent.	7 per cent.
,, of Interest on Demand Loans on Govt. Securities	5 ,,	5 ,,
Rate of Discount in the open Market on Govt. Securities ...	3 ,,	2 ,,
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 104 13/16	Rs. 104 15/16
Four-and-a-half per cents. ...	,, 107	,, 107 Nominal
IMPORTS.		
PIECE GOODS— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-10-6 to 3-4-6	Rs. 2-10-6 to 3-4-6
7½ to 8¼ lbs. ,, ,, ,,	,, 3-3-0 to 4-13-0	,, 3-3-0 to 4-13-0
2½ to 3lbs. 28-30 in. Madapollams ,,	,, 1-10-0 to 1-12-6	,, 1-5-0 to 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 8-3 to 8-8	As. 8-3 to 8-8
No. 30s Water ,, ,, ...	,, 7-9 to 8-3	,, 7-9 to 8-3
Copper Braziers (in bundles) (per cwt.)	Rs. 42-8-0	Rs. 42-10-0
Yellow Metal, (in cases) ,, ...	,, 36-8-0	,, 36-10-0
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 28½	Rs. 28
Staffordshire Bar Iron, ,, ,, ...	,, 30	,, 30
Swedish Bar Iron, ,, ,, ...	,, 35 to 41	,, 35 to 40
Davison's West Hartley Coal (per ton) alongside.	Rs. 14 ready; 14 fwd.	Rs. 14½ ready; 13½ fwd.
Welsh Hartley Coal, (per ton) ,,	,, 13 ,, ; 13¾ ,,	..... ,, ; 13¾ ,,
Cardiff Coal, (,,) ,,	,, 16½ ,, ; 16¼ ,,	Rs. 16¼ ,, ; 15½ ,,
EXPORTS.		
COTTON— Market. [per candy.	Quiet.	Quiet.
Broach, ... Fine...	Rs. 206 Ready	Rs. 205 Ready
Do. ... ... F.G....	,, 200 ,,	,, 200 ,,
Do. ... ... Good..	,, 196 ,,	,, 196 ,,
Hingunghat, ... Good..	.....	.....
Do. ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 20th March.	Week ending 26th March.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
„ „ F.G....	Rs. 182 Ready	Rs. 180 Ready
„ „ Good..	„ 176 „	„ 171 „
„ „ F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 170 Ready	Rs. 170 Ready
„ ... ... Good..	„ 164 „	„ 160 „
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 170 Ready	Rs. 169 Ready
„ ... ... F.G....	.....	.....
„ ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 196 Ready	Rs. 193 Ready
„ ... ... F.G....	„ 186 „	„ 183 „
„ ... ... Good..	„ 179 „	„ 178 „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 168 Ready	Rs. 167 Ready
„ .. .. F.G...	„ 154 „	„ 155 „
„ .. .. Good .	„ 147 „	„ 148 „
„ .. .. F.G.F.	.....	.....
Dharwar (S.G.) .. .. Good .	Rs. 190 Forward	Rs. 188 May
„ „ .. .. F.G.F.	..	.....
Westerns „ ... ... Good...	Rs. 178 Forward	Rs. 177 June
„ ... ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt)...	Rs. 7-11-0 Ready	Rs. 7-15-0 Ready
„ Mixed „ ...	„ 7-7-0 „	„ 7-5-0 „
Linseed, Bold „ ...	„ 6-5-0 „	„ 6-5-0 „
„ Small Seed „ ...	„ 6-4-0 „	„ 6-4-0 „
Rapeseed, Guzerat Yellow „ ..	„ 7-12-0 „	„ 7-12-6 „
„ Brown Delhi „ ...	„ 7-1-0 Forward	„ 7-2-6 Forward
„ Yellow Cawnpore „ ..	„ 7-10-0 „	„ 7-10-0 „
Poppy Seed „ ...	„ 6-14-6 Ready	„ 6-14-0 „
Groundnuts „ ...	„ 5-7-0 „	„ 5-6-6 Ready
Wheat, White Pessy „ ..	„ 4-15-6 „	„ 4-15-0 „ 85 %
„ Khabri Pessy „ ...	.....	.....
„ Ahmedabad(Soft Red)„ ...	Rs. 4-9-0 Ready	Rs. 4-9-6 Ready
„ Laskari „ ...	„ 4-1-0 „ 50 %	.....
„ Hard Yellow „ ...	„ 4-3-0 „ 75 %	Rs. 4-2-0 „ 75 %
„ Khandwa „ ...	.....	.....
„ DelhiNo.1,WhitePessy„ ...	Rs. 4-11-0 Forward	Rs. 4-11-6 Forward
„ „ Red „ ..	„ 4-5-0 „	„ 4-5-6 „
„ Hard Red Khatha „ ...	„ 3-13-6 Ready	„ 3-14-0 Ready
„ Nagpore Khathi „ ...	„ 4-5-0 „	„ 4-6-0 „
Opium, (Malwa) per chest, Old ...	„ 1,120 „	„ 1,110 „
„ „ „ New ...	„ 990 „	„ 980 „
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
„ „ „ Suez Canal, (per ton of 40 feet).	£1-7-6	£1-10-0
„ Seeds & Wheat ...	£1-5-0	£1-5-0
London—M'ment cargo, P. & O. Co...	£1-5-0	£1-5-0
„ Seeds & Wheat „ ...	£1-2-6	£1-2-6
„ M'ment cargo Via Canal...	.....	.....
„ Seeds and Wheat „ ...	.....	.....
Havre—M'ment cargo „ ...	£1-6-3	£1-7-6
„ Seeds and Wheat „ ..	£1-5-0	.....
Antwerp—M'ment cargo „ ..	£1-6-3	£1-7-6
„ Seeds and Wheat „ ...	£1-5-0	£1-6-3
Hull „ ...	.....	.....
Dunkirk „ ...	£1-6-3	.....
Trieste & Venice—M't cargo „ ...	£1-18-9 at 2s. Ex.	£2-0-0 at 2s. Ex.
„ Seeds & Wheat „ ...	.....	.....
Marseilles and Genoa—M't cargo Via Canal.	Rs. 1-6-3	£1-6-3
„ „ Seeds & Wheat „ ...	„ 1-5-0	.....
China Steamer	„ 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	„ 35 (Rs. 45 under 5 tons)	„ 35 (Rs.45 under 5 tons)

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd April.	Week ending 10th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 3/32d.	1s. 5 1/16d.
,, ,, Sight	1s. 5⅛d.	1s. 5 3/32d.
,, ,, 3 m'ths' ,,	1s. 5⅛d.	1s. 5 7/32d.
,, ,, 4 ,, ,,	1s. 5 9/32d.	1s. 5¼d.
,, ,, 6 ,, ,,	1s. 5⅜d.	1s. 5 5/16d.
First-class Credits ...3 ,, ,,	1s. 5⅜d.	1s. 5 5/16d.
,, ,, 6 ,, ,,	1s. 5½d.	1s. 5 7/16d.
Documents 3 ,, ,,	1s. 5 13/32d.	1s. 5 11/32d.
,, ,, 6 ,, ,,	1s. 5 17/32d.	1s. 5 15/32d.
Paris Francs Mercantile Bills...3 ,, ,,	1·82¾	1·82¼
,, ,, ...6 ,, ,,	1·84	1·83¾
On Calcutta Bank Telegraphic Transfer	100	100 1/16
On China Mer'tile Bills, 60 days' Sight.	217	218
English Bar Gold, 100 touch (per tola)	Rs. 22-6-0	Rs. 22-6-6
Sovereigns	,, 14-2-0	,, 14-1-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	7 per cent.
,, of Interest on Demand Loans on Govt. Securities	5 ,,	5 ,,
Rate of Discount in the open Market on Govt. Securities ...	2 ,,	2 ,,
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105⅞	Rs. 105 7/16
Four-and-a-half per cents. ...	,, 107½	,, 107¼
IMPORTS.		
Piece Goods— Market	Steady with fair enquiry	Steady.
6½ to 7 lbs. 34-38in. Grey Shrtgs, (per piece.)	Rs. 2-10-6 to 3-4-6	Rs. 2-10-6 to 3-4-6
7½ to 8½lbs. ,, ,, ,,	,, 3-3-0 to 4-12-0	,, 3-2-0 to 4-11-6
2½ to 3 lbs. 28-30 in. Madapollams ,,	,, 1-5-0 to 1-12-0	,, 1-6-0 to 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 8-3 to 8-8	As. 8-3 to 8-8
No. 30s Water ,, ,, ...	,, 7-9 to 8-3	,, 7-9 to 8-3
Copper Braziers, (in bundles) (per cwt)	Rs. 42-8-0	Rs. 42-8-0
Yellow Metal, (in cases) ,, ...	,, 37-4-0	,, 37-6-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28	Rs. 28
Staffordshire Bar Iron, ,, ,,	,, 30	,, 30
Swedish Bar Iron, ,, ,,	,, 35 to 40	,, 35 to 40
Davison's West Hartley Coal (per ton) alongside.	Rs. 13 rdy.; Rs. 13½ fwd.	Rs. 13¼ rdy.; Rs. 13¾ fwd.
Welsh Hartley Coal, (per ton) ,,	,, ... ,, ; ,, 13 ,,	,, Noml. ,,; ,, 13¾ ,,
Cardiff Coal, (,,) ,,	,, 16 ,, ; ,, 15 ,,	,, 15 ,, ; ,, 15½ ,,
EXPORTS.		
Cotton— Market.	Quiet.	Very quiet.
(per candy.		
Broach, ... Fine...	Rs. 204 Ready	Rs. 205 Ready
Do. ... ... F.G....	,, 200 ,,	,, 198 ,,
Do. ... ... Good...	,, 196 ,,	,, 192 ,,
Hingunghat, ... Good...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 3rd April.	Week ending 10th April.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G....	Rs. 177 Ready	Rs. 174 Ready
" " Good..	" 169 "	" 165 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 167 Ready	Rs. 163 Ready
" ... ... Good...	" 157 "	" 154 "
" ... ... F.G.F.	.....	.....
Belatee ... ... Fine...	Rs. 163 Ready	.....
" ... ... F.G....	.....	.....
" ... ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 191 Ready	Rs. 184 Ready
" ... ... F.G....	" 178 "	" 175 "
" ... Good..	" 172 "	" 168 "
" ... ... F.G.F.	.....	.....
Bengals,.. .. .. Fine...	Rs. 164 Ready	Rs. 161 Ready
" .. .. F.G..	" 154 "	" 150 "
" .. .. Good	" 146 "	" 141 "
" .. .. F.G.F.	....	.....
Dharwar (S.G.) .. .. Good	Rs. 179 May	Rs. 175 April-May
" " .. .. F G.F.	....	....
Westerns, ... Good..	Rs. 175 May-June	Rs. 172 May-June
" .. ... F.G.F.	....	....
Gingelly Seed, White (per cwt.)	Rs. 7-15-0 Ready	Rs. 7-13-0 Ready
" Mixed " ..	" 7-6-0 "	" 7-7-0 "
Linseed, Bold " ..	" 6-6-0 "	" 6-5-6 "
" Small Seed " ...	" 6-5-0 "	" 6-4-6 "
Rapeseed, Guzerat Yellow " ..	" 7-12-0 "	" 7-13-0 "
" Brown Delhi " ...	" 7-2-6 Forward	" 7-3-0 "
" Yellow Cawnpore " ..	" 7-10-6 "	" 7-10-6 "
Poppy Seed " ..	" 6-15-0 Ready	" 7-2-0 "
Groundnuts " ..	" 5-13-0 "	" 5-12-0 "
Wheat, White Pessy " .	{ Rs. 5-1-0 " 91 % " 5-0-0 " 85 "	} Rs. 5-2-6 " 91 %
" Khabri Pessy " ..	.....	....
" Ahmedabad (Soft Red), " .	Rs. 4-10-6 Ready	Rs. 4-11-0 Ready
" Laskari " ..	.....	.....
" Hard Yellow " ..	Rs. 4-3-0 Ready 75 %	Rs. 4-4-0 Ready 75 %
" Khandwa " ..	.....	.....
" Delhi No. 1, White Pessy, " ..	Rs. 4-13-0 Ready	Rs. 4-15-0 Forward
" " Red " ..	" 4-6-6 "	" 4-9-0 Ready
" Hard Red Khatha " ...	" 3-15-0 "	" 4-0-0 "
" Nagpore Khatha " .	" 4-6-6 "	" 4-9-0 "
Opium, (Malwa) per chest, Old ..	" 1,110 "	" 1,110 "
" " " New ..	" 990 "	" 1,005 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
" " " Suez Canal. (per ton of 40 feet.)	£1-6-6	£1-7-6
" Seeds & Wheat	£1-6-6	£1-7-6
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-6-6
" Seeds & Wheat do. ..	£1-3-9	£1-3-9
" M'ment cargo, Via Canal..	.....	.....
" Seeds and Wheat " ..	....	....
Havre—M'ment cargo " ..	£1 7-6	£1 7 6
" Seeds and Wheat " .	£1-7-6	£1-7-6
Antwerp—M'ment cargo " ...	£1-7-6	£1-7-0
" Seeds and Wheat " ..	£1-6-6	£1-7-0
Hull " ..	....	£1-8-0
Dunkirk " ..	£1-7-0	£1-7-0
Trieste & Venice—M't. cargo " ..	£2-0-0 at 2s. Ex.	£2-2-6 at 2s. Ex.
" Seeds and Wheat, "	.....	....
Marseilles and Genoa—M't cargo Via Canal.	£1-7-0	£1-7-0 Nominal
" " Seeds & Wheat, " ..	£1-7-0	£1-6-6 "
China Steamer	Rs. 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	" 35 (Rs. 45 under 5 tons)	" 35 (Rs. 45 under 5 tons.)

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 16th April.	Week ending 24th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 5 1/32d.	1s. 4¾d.
„ „ Sight	1s. 5 1/16d.	1s. 4 13/16d.
„ „ 3 m'ths' „	1s. 5 3/16d.	1s. 4 15/16d.
„ „ 4 „ „	1s. 5 7/32d.	1s. 4 31/32d.
„ „ 6 „ „	1s. 5 9/32d.	1s. 5 1/16d.
First-class Credits ... 3 „ „	1s. 5 9/32d.	1s. 5 1/16d.
„ „ 6 „ „	1s. 5 13/32d.	1s. 5 3/16d.
Documents ... ... 3 „ „	1s. 5 5/16d.	1s. 5 3/32d.
„ 6 „ „	1s. 5 7/16d.	1s. 5 7/32d.
Paris Francs Mercantile Bills... 3 „ „	1·82	1·79¾
„ 6 „ „	1·83	1·81
On Calcutta Bank Telegraphic Transfer.	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	218	218
English Bar Gold, 100 touch (per tola)	Rs. 22-6-6	Rs. 22-9-0
Sovereigns	„ 14-1-0	„ 14-4-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	6 per cent.
„ of Interest on Demand.		
Loans on Govt. Securities.	5 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105⅜	Rs. 105 13/16
Four-and-a-half per cents. ...	„ 107¼	„ 107¼
IMPORTS.		
Piece Goods— Market	Steady.	Quiet.
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 2-10-6 to 3-4-6	Rs. 2-11-0 to 3-4-6
7½ to 8½lbs. „ „ „	„ 3-2-0 to 4-12-0	„ 3-3-0 to 4-12-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-6-0 to 1-12-0	„ 1-6-0 to 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 8-3 to 8-9	As. 8-3 to 8-9
No. 30s Water „ „ ...	„ 7-9 to 8-3	„ 7-9 to 8-3
Copper Braziers, (in bundles) (per cwt.)	Rs. 42-12-0	Rs. 43-4-0
Yellow Metal, (in cases) „ ...	„ 37-8-0	„ 37-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27	Rs. 27½
Staffordshire Bar Iron, „ „	„ 30	„ 29
Swedish Bar Iron, „ „	„ 36 to 42	„ 36 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 13½ rdy ; 13½ fwd.	Rs. 14½ ready ; 14½ fwd.
Welsh Hartley Coal, (per ton) „	„ 12½ „ ; 12½ „	Noml.
Cardiff Coal, „ „	„ 15½ „ ; 15½ „	Rs. 16 ready ; 15¾ „
EXPORTS.		
Cotton— Market.	Very quiet.	Quiet.
[per candy.		
Broach, ... Fine...	Rs. 202 Ready.	Rs. 201 Noml. Ready.
Do. ... ... F.G....	„ 194 „	„ 195 „
Do. ... ... Good...	„ 190 „	„ 190 „
Hingunghat, ... Good...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 16th April.	Week ending 24th April.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" " F.G...	Rs. 172 Ready	Rs. 171 Ready
" " Good..	" 163 "	" 161 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 160 Ready	Rs. 160 Ready
" ... ... Good...	" 152 "	" 152 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 157 Ready	Rs. 155 Ready
" ... ... F.G....	.....	.....
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 182 Ready	Rs. 180 Ready
" ... ... F.G.....	" 172 "	" 170 "
" ... ... Good...	" 162 "	" 155 "
" ... ... F.G.F..	.....	.....
Bengals, ... Fine ..	Rs. 160 Ready	Rs. 159 Ready
" .. .. F.G. ..	" 148 "	" 146 "
" .. .. Good ..	" 140 "	" 138 "
" .. .. F.G.F.	.....	.....
Dharwar (S.G.) .. .. Good..	Rs. 170 April-May	Rs. 168 Ready
" " .. .. F.G.F.	.....	.....
Westerns, ... Good	Rs. 169 May-June	Rs. 165 Ready
" .. .. F.G.F.	....	.....
Gingelly Seed, White (per cwt.)	....	Rs. 7-12-0 Ready
" Mixed " ..	....	.....
Linseed, Bold " ..	Rs. 6-5-6 Ready	Rs. 6-11-0 Ready
" Small Seed " ..	" 6-4-6 "	.....
Rapeseed, Guzerat Yellow " ..	" 7-14-0 "	Rs. 8-8-0 Ready
" Brown Delhi " ..	" 7-3-6 "	" 8-9-0 "
" Yellow Cawnpore " ..	" 7-11-6 "	" 8-6-0 "
Poppy Seed " ..	" 7-0-0 "	" 7-0-0 "
Groundnuts " ..	" 5-10-0 "	" 5-13-6 "
Wheat, White Pessy " ..	{ Rs. 5-2-0 " 91 % / " 5-1-0 " 85 "	{ Rs. 5-7-6 " 91 % / " 5-6-6 " 85 "
" Khabri Pessy " ..	Rs. 4-13-0 "	.....
" Ahmedabad (Soft Red) " ..	" 4-14-0 "	Rs. 5-2-0 Ready Nominal
" Laskari " ..	" 4-3-6 " 50 %	.....
" Hard Yellow " ..	" 4-5-6 " 75 "	Rs. 4-12-0 Ready 75 %
" Khandwa " ..	.....	.....
" Delhi No. 1 White Pessy " ..	Rs. 4-15-6 Ready	Rs. 5-3-0 Ready
" " Red " ..	" 4-10-0 April-May	" 4-15-6 Forward
" Hard Red Khatha " ..	" 4-1-6 Ready	Rs. 4-12-0 Ready
" Nagpore Khathi " ..	" 4-10-6 "	" 4-15-0 "
Opium. (Malwa) per chest, Old ..	" 1,110 "	" 1,100 "
" " " New ..	" 990 "	" 1,000 "
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
" " " Suez Canal. (per ton of 40 feet.)	£1-8-9	£1-8-9
" Seeds & Wheat..	£1-8-9	.....
London—M'ment cargo, P.& O. Co...	£1-6-6	£1-6-6
" Seeds & Wheat do. ..	£1-3-9	£1-3-9
" M'ment cargo, Via Canal.	£1-6-3	£1-10-0
" Seeds and Wheat " ..	£1-5 0	£1-3-9
Havre—M'ment cargo " ..	£1-8-9	£1-8-9
" Seeds and Wheat " ..	£1-8-9	£1-7-6
Antwerp—M'ment cargo " ..	£1-8-9	£1-7-6
Seeds and Wheat " ..	£1-7-6	£1-7-6
Hull " ..	£1-8-9	.....
Dunkirk " ..	£1-8-9	£1-8-0
Trieste & Venice—M't. cargo " ..	£2-2-6 at 2s. Ex.	£2-5-0 at 2s. Ex.
" Seeds and Wheat " ..	....	....
Marseilles—M't. cargo Via Canal.	£1-8-9	£1-8-9
" Seeds & Wheat " ..	£1-8-9	.....
China Steamer	Rs. 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	" 35 (Rs. 45 under 5 tons.	" 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 1st May.	Week ending 8th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 5/8d.	1s. 4 7/8d.
„ „ Sight	1s. 4 13/16d.	1s. 4 15/16d.
„ „ 3 m'ths' „	1s. 4 15/16d.	1s. 5 1/16d.
„ „ 4 „ „	1s. 4 31/32d.	1s. 5 3/32d.
„ „ 6 „ „	1s. 5 1/16d.	1s. 5 3/16d.
First-class Credits 3 „ „	1s. 5 1/16d.	1s. 5 7/32d.
„ „ 6 „ „	1s. 5 3/16d.	1s. 5 3/8d.
Documents „ 3 „ „	1s. 5 3/32d.	1s. 5 1/4d.
„ „ 6 „ „	1s. 5 7/32d.	1s. 5 13/32d.
Paris Francs Mercantile Bills ...3 „ „	1·80	1·81 1/2
„ „ 6 „ „	1·81 1/4	1·83 1/4
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-12-6	Rs. 22-11-0
Sovereigns	„ 14-4-0	„ 14-3-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Govt. Securities....	2 „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105 13/16	Rs. 106
Four-and-a-half per cents. ...	„ 107 1/4	„ 107 1/4
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6 1/2 to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 2-11-0 to 3-4-9	Rs. 2-11-0 to 3-4-6
7 1/2 to 8 1/4 lbs. „ „ „	„ 3-2-0 to 4-11-6	„ 3-2-0 to 4-11-6
2 1/2 to 3lbs. 28-30 in. Madapollams „	„ 1-6-0 to 1-12-6	„ 1-6-0 to 1-12-6
No. 40s Mule Twist, (per lb.) ...	As. 8-3 to 8-9	As. 8-3 to 8-9
No. 30s Water „ „ ...	„ 7-9 to 8-3	„ 7-9 to 8-3
Copper Braziers, (in bundles) (per cwt)	Rs. 43-0-0	Rs 42-12-0
Yellow Metal, (in cases) „ ..	„ 37-14-0	„ 37-12-0
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	„ 27 1/2	„ 27 1/2
Staffordshire Bar Iron, „ „ ...	„ 30	„ 29
Swedish Bar Iron, „ „ ...	„ 36 to 42	„ 36 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14 3/4 ready „ 14 1/4 forward.	Rs. 15 ready „ 14 1/4 forward.
Welsh Hartley Coal, (per ton) „	Nil.	Rs. 13 1/4 fwd. Noml.
Cardiff Coal, („) „	Rs. 16 1/2 rdy.; 16 1/4 fwd.	Rs. 16 rdy.; „ 15 3/4
EXPORTS.		
Cotton— Market (per candy	Quiet.	Steady.
Broach, ... Fine...	Rs. 199 Ready	Rs. 199 Ready.
Do. ... ... F.G....	„ 193 „	„ 196 „
Do. ... ... Good..	„ 186 „	„ 187 „
Hingunghat, ... Good...	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

QUOTATIONS.	Week ending 1st May.	Week ending 8th May.
EXPORTS—*contd.*		
COTTON— [per candy		
Oomrawuttee, Good staple, Fine.	.....	.....
" " F.G....	Rs. 171 Ready	Rs. 174 Ready
" " Good..	" 161 "	" 164 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 160 Ready	Rs. 164 Ready
" ... ... Good..	" 152 "	" 156 "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 156 Ready	Rs. 161 Ready
" ... ... F.G....	.....	.....
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 184 Ready	Rs. 188 Ready
" ... ... F.G....	" 176 "	" 178 "
" ... ... Good..	" 158 "	" 163 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine....	Rs. 157 Ready	Rs. 160 Ready
" ... .. F.G.....	" 145 "	" 147 "
" .. ... Good ..	" 137 "	" 139 "
" ... .. F.G.F....	....	....
Dharwar (S.G.) ... .. Good ...	Rs. 170 Ready	Rs. 176 May-June
" " .. ... F.G.F....	....	....
Westerns, ... Good..	Rs. 168 Ready	Rs. 174 May-June
" " .. F.G.F...	.....	....
Gingelly, Seed, White (per cwt.)	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-8-0 Ready	Rs. 6-7-0 Ready
" Small Seed " ..	" 6-7-0 "	" 6-4-0 "
Rapeseed, Guzerat Yellow " ..	" 8-3-6 "	" 8-0-0 "
" Brown Delhi " ..	" 7-6-6 "	" 7-4-6 "
" Yellow Cawnpore " ..	" 8-0-0 "	" 7-15-0 "
Poppy Seed " ..	" 7-0-0 "	" 6-14-0 "
Groundnuts " ..	" 5-12-0 "	" 5-10-0 "
Wheat, White pessy " ..	" 5-1-0 " 85 %	Rs. 5-1-0 " 91 % / " 5-0-0 " 85 "
" Khabri Pessy " ..	.....	....
" Ahmedabad, (Soft Red) ..	Rs. 4-14-0 Ready	Rs. 4-13-0 Ready
" Laskari " ..	.....	....
" Hard Yellow " ..	Rs. 4-7-0 Ready 75 %	Rs. 4-5-0 Ready 63 %
" Khandwa " ..	.....	....
" Delhi No. 1, White Pessy, ..	Rs. 4-13-6 Ready	Rs. 4-13-0 Ready
" " Red " ..	" 4-9-0 "	" 4-9-6 "
" Bugla or Jeytoo " ..	....	" 4-8-0 "
" Hard Red Khatha " ..	Rs. 4-4-0 Ready	" 4-3-0 "
" Nagpore Khathi " ..	" 4-11-0 "	" 4-9-0 "
Opium, (Malwa) per chest, Old ..	" 1,115 "	" 1,120 "
" " New ..	" 1,000 "	" 1,000 "
FREIGHTS.	Ready	Ready
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.
" " " Suez Canal. (per ton of 40 feet.)	£1-7-6	£1-7-6
" Seeds & Wheat.. ..	£1-7-0	£1-8-9
London—M'ment cargo, P. & O. Co.	£1-7-0	£1-7-0
" Seeds & Wheat do. ..	£1-6-3	£1-6-3
" M'ment cargo, Via Canal...	....	.....
" Seeds and Wheat " ..	.....	.....
Havre—M'ment cargo " ..	£1-8-0	£1-9-6
" Seeds and Wheat " ..	£1-7-6	£1-9-0
Antwerp—M'ment cargo " ..	£1-7-6	£1-8-9
" Seeds and Wheat " ..	£1-7-6	£1-8-9
Hull " ..	£1-7-6	....
Dunkirk " ..	£1-7-6	£1-9-0
Trieste & Venice—M't. cargo " ..	£2-2-6 at 2s. Ex.	£2-2-6 at 2s. Ex.
" " Seeds & Wheat, " ..	.....	....
Marseilles—Measurement cargo Via Canal	£1-7-6	£1-8-0
" Seeds & Wheat " ..	£1-7-6	£1-8-0
China Steamer	Rs. 12 to 15 ; Rs. 17 Japan	Rs. 12 to 15 ; Rs. 17 Japan
Australia	" 35 to 45	" 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 15th May.	Week ending 22nd May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4 25/32d.	1s. 4 11/16d.
„ „ Sight	1s. 4 27/32d.	1s. 4¾d.
„ „ 3 m'ths' „	1s. 4 31/32d.	1s. 4 15/16d.
„ „ 4 „ „	1s. 5d.	1s. 4 31/32d.
„ „ 6 „ „	1s. 5⅛d.	1s. 5 1/32d.
First-class Credits... 3 „ „	1s. 5⅜d.	1s. 5 1/32d.
„ „ 6 „ „	1s. 5 9/32d.	1s. 5 7/32d.
Documents 3 „ „	1s. 5 5/32d.	1s. 5 1/16d.
„ 6 „ „	1s. 5 5/16d.	1s 5¼d.
Paris Francs Mercantile Bills... 3 „ „	1·81¼	1·79⅜
„ „ 6 „ „	1·83	1·81½
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32d.
On China Mer'tile Bills, 60 days' Sight	218	219
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-13-0	Rs. 22-15-6
Sovereigns...	„ 14-5-0	„ 14-8-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 106 1/16	Rs. 106⅛
Four-and-a-half per cents. ...	„ 107½	„ 107½
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 2-12-0 to 3-4-6	Rs. 2-12-0 to 3-4-9
7½ to 8¼ lbs. „ „ „	„ 3-2-0 to 4-11-0	„ 3-2-0 to 4-12-0
2½ to 3lbs. 28-30 in. Madapollams „	„ 1-6-0 to 1-12-0	„ 1-6-0 to 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 8-0 to 8-7	As. 8-0 to 8-7
No. 30s Water „ „ ...	„ 7-6 to 8-6	„ 7-6 to 8-6
Copper Braziers, (in bundles) (per cwt)	Rs. 42-12-0	Rs. 42-12 0
Yellow Metal, (in cases) „ ...	„ 37-14-0	„ 38-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28	Rs. 28½
Staffordshire Bar Iron, „ „	„ 30	„ 31 to 32
Swedish Bar Iron, „ „	„ 35 to 42	„ 38 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14¾ ready „ 14¼ forward.	Rs. 14 Ready „ 14½ forward.
Welsh Hartley Coal, (per ton) „	„ 13½ „	Noml.
Cardiff Coal, „ „	Rs. 16¼ rdy.; Rs. 15½ fwd.	Rs. 15¾ rdy.; Rs. 15¾ fwd.
EXPORTS.		
Cotton— Market [per candy.]	Quiet.	Quiet.
Broach, ... Fine....	Rs. 197 Ready	.....
Do. ... ... F.G.....	„ 193 „	Rs. 193 Ready.
Do. ... ... Good...	„ 185 „	„ 185 „
Hinganghat, ... Good...	.....	.....
Do. ... F.G. ...	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 15th May.	Week ending 22nd May.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, Good staple, Fine	.....	.....
" ... ... F.G. ...	Rs. 174 Ready	Rs. 174 Ready
" ... ... Good...	" 164 "	" 163 "
" ... ... F.G.F..	.....	.....
Khandeish, ... Fine ...	.....	.....
" ... ... F.G.....	Rs. 164 Ready	Rs. 162 Ready
" ... ... Good...	" 156 "	" 151 "
" ... ... F.G.F..	.....	.....
Belatee, ... Fine ...	Rs. 164 Ready	Rs. 168 Ready
" ... ... F.G. ...	.....	.....
" ... ... Good...	.....	.....
Dhollera, ... Fine....	Rs. 187 Ready	Rs, 185 Ready
" ... ... F.G....	" 176 "	" 174 "
" ... ... Good..	" 157 "	Nominal
" ... ... F.G.F.	.....	.....
Bengals, ... Fine....	Rs. 162 Ready	.....
" .. .. F.G.....	" 148 "	.....
" .. .. Good ..	" 139 "	.....
" .. .. F.G.F...	.....	.....
Dharwar (S.G.) .. .. Good ..	Rs. 175 Ready	Rs. 172 Ready
" " ... .. F.G.F..	.....	.....
Westerns, ... Good..	Rs. 172 Ready	Rs. 170 Ready
" .. .. F.G.F...	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-6-6 Ready	Rs. 6-6-0 Ready
" Small Seed " ..	" 6-5-0 "	" 6-4-6 "
Rapeseed, Guzerat Yellow " -	" 7-12-0 "	" 7-11-0 "
" Brown Delhi " ..	" 7-1-0 "	" 6-14-0 "
" Yellow Cawnpore " ..	" 7-8-0 "	" 7-10-0 "
Poppy Seed " ..	" 6-13-6 "	" 6 12-0 "
Groundnuts " ..	" 5-9-6 "	" 5-9-0 "
Wheat, White Pessy " ..	.... } " 91 %	.... } " 91 %
" Khabri Pessy " ..	" 5-0-0 } " 85 "	" 5-2-0 } " 85 "
" Ahmedabad, (Soft Red), ..	Rs. 4 15-0 Ready Noml.	" 4-14-6 "
" Laskari " ..	.....	" 4-14-6 "
" Hard Yellow " ..	Rs. 4-5-0 Ready 63 %	.....
" Khandwa " ..	.....	Rs. 4-4-6 Ready 63 %
" DelhiNo 1, WhitePessy, ..	Rs. 4-12-0 Ready	.....
" " Red " ..	" 4-7-6 "	Rs. 4-13-3 Ready
" Bugla or Joytoo " ..	.....	" 4-8-0 "
" Hard Red Khatha " ..	Rs. 4-3-0 Ready	.....
" Nagpore Khathi " ..	" 4-6-6 "	Rs. 4 3-0 Ready
Opium, (Malwa) per chest, Old ..	" 1,120 "	" 4 6-0 "
" " New ..	" 1,000 "	" 1,140 "
FREIGHTS.	(Ready)	" 1,000 "
		(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet,)	Nil.	Nil.
" " " Suez Canal. (per ton of 40 feet)	£1-7-6	£1-7-6
" Seeds & Wheat.. ..	£1-8-3	£1-7-0
London—M'ment cargo, P. & O. Co.	£1-7-3	£1-10-0
" Seeds & Wheat do. ..	£1-6-3	£1-7-6
" M'ment cargo, Via Canal...	....	.....
" Seeds and Wheat " ..	....	.....
Havre—M'ment cargo " ..	£1-8-9	£1-9-0
" Seeds and Wheat " ..	£1-8-0	£1-9-0
Antwerp—M'ment cargo " ..	£1-8-9	£1-9-0
" Seeds and Wheat " ..	£1-8-0	£1-8-9
Hull " ..	....	....
Dunkirk " ..	£1-8-0	£1-8-9
Trieste & Venice—M't. cargo " ..	£2-2-6 at 2s. Ex.	£2-2-6 at 2s. Ex.
" " Seeds & Wheat.. ..	.....	.....
Marseilles—M't. cargo Via Canal...	£1-8-0	£1-7-6
" Seeds & Wheat " ..	£1-8-0	£1-7-0
China Steamer	Rs. 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	" 45	" 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 28th May.	Week ending 4th June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 4¾d.	1s. 4 13/16d.
„ „ Sight	1s. 4 13/16d.	1s. 4 27-32d.
„ „ 3 m'ths' „	1s. 4 15/16d.	1s. 4 31/32d.
„ „ 4 „ „	1s. 4 31/32d.	1s. 5d.
„ „ 6 „ „	1s. 5 1-16d.	1s. 5 3/32d.
First-class Credits... 3 „ „	1s. 5 1-16d.	1s. 5 3/32d.
„ „ 6 „ „	1s. 5¼d.	1s. 5 9/32d.
Documents ... 3 „ „	1s. 5 3/32d.	1s. 5⅛d.
„ ... 6 „ „	1s. 5 9/32d.	1s. 5 5/16d.
Paris Francs Mercantile Bills... 3 „ „	1·80¼	1·80¼
„ ... 6 „ „	1·82	1·82¼
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight	219	219
Eng. Bar-Gold, 100 touch (per tola)	Rs. 22-14-6	Rs. 22-14-0
Sovereigns	„ 14-14-0	„ 14-7-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 106 3/16	Rs. 106⅜
Four-and-a-half per cents. ...	„ 107¼	„ 107¼
IMPORTS.		
PIECE GOODS— Market	Quiet.	Quiet.
6½ to 7lbs. 34-38 in. Grry Shrtgs., (per piece)	Rs. 2-11-0 to 3-5-0	Rs. 2-11-0 to 3-5-0
7½ to 8½ lbs. „ „ „	„ 3-2-0 to 4-12-6	„ 3-2-0 to 4-13-0
2½ to 3lbs. 28-30 in. Madapollams „	„ 1-5-0 to 1-12-0	„ 1-5-0 to 1-12-0
No. 40s Mule Twist (per lb.) ...	As. 8-6 to 8-9	As. 8-6 to 8-9
No. 30s Water „ „ ...	„ 8-0 to 8-6	„ 8-0 to 8-6
Copper Braziers, (in bundles) (per cwt.)	Rs. 42-2-0	Rs. 42-12-0
Yellow Metal, (in cases) „ ...	„ 38-4-0	„ 38-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28½	Rs. 28½
Staffordshire Bar Iron, „ „ ...	„ 31	„ 31
Swedish Bar Iron, „ „ ...	„ 38 to 42	„ 39 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14 ready; 14¾ forward	Rs. 14 ready „ 14¼ forward.
Welsh Hartley Coal, (per ton) „	„ 13 Nl. „ ; 13 Nl. „	„ 12¼ „
Cardiff Coal, „ „	„ 15 ready; 15½ forward	Rs. 15 rdy.; 15¼ forward.
EXPORTS.		
COTTON— Market.	Quiet.	Very quiet.
[per candy		
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	Rs. 191 Ready	Rs. 189 Ready.
Do. ... ... Good..	„ 183 „	„ 180 „
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

QUOTATIONS.	Week ending 28th May.	Week ending 4th June.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, good staple, Fine.	.....	.....
,, ,, F.G....	Rs. 173 Ready	Rs. 170 Ready
,, ,, ... Good..	,, 162 ,,	,, 160 ,,
,, ,, ... F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 161 Ready	Rs. 159 Ready
,, ... Good..	,, 151 ,,	,, 148 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 167 Ready	Rs. 164 Ready
,, ... F.G....	.....	.....
,, ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 185 Ready	Rs. 182 Ready
,, ... F.G....	,, 173 ,,	,, 171 ,,
,, ... Good..	Nominal	Nominal
,, ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 164 Ready	Rs 161 Ready
,, ... F.G....	,, 147 ,,	,, 146 ,,
,, ... Good..	,, 138 ,,	,, 137 ,,
,, ... F.G.F.	...	.....
Dharwar (S.G.) .. ... Good..	Rs. 172 Ready	Rs. 170 Ready
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good..	Rs. 170 Ready	Rs. 168 Ready
,, ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	.....	.....
,, Mixed ,, ..	...	.....
Linseed, Bold ,, ..	Rs. 6-6-0 Ready	Rs. 6-7-0 Ready
,, Small Seed ,, ..	,, 6-4-6 ,,	,, 6-5-0 ,,
Rapeseed, Guzerat Yellow ,, ..	,, 8-0-0 ,,	,, 7-12-0 ,,
,, Brown Delhi ,, ..	,, 6-15-0 ,,	,, 6-13-6 ,,
,, Yellow Cawnpore ,, ..	,, 7-13-0 ,,	,, 7-12-0 ,,
Poppy Seed ,, ..	,, 6-13-0 ,,	,, 7-1-0 ,,
Groundnuts ,, ..	,, 5-8-6 ,,	,, 5-10-0 ,,
Wheat, White Pessy ,,	,, 5-4-0 ,, 91 %	,, 5-3-0 ,, 91 %
,, Khabri Pessy (Jubulpore),, ..	,, 5-3-0 ,, 85 ,,	,, 5-2-0 ,, 85 ,,
,, Ahmedabad (Soft Red) ,, ..	.....	.....
,, Laskari ,, ..	Rs. 5-0-0 Ready	Rs. 4-14-6 Ready
,, Hard Yellow ,, ...	.....	.....
,, Khandwa ,, ..	Rs. 4-6-6 Ready 75 % ..	Rs. 4-7-0 Ready 75 %
,, Delhi No. 1, White Pessy,, ..	.....	,, 4-4-0 ,, 50 ,,
,, Red ,, ..	Rs. 4-13-6 Ready	.....
,, Bugla or Jeytoo ,, ..	,, 4-8-6 ,,	Rs. 4-12-0 Ready
,, Hard Red Khatha ,, ..	.....	,, 4-8-0 ,,
,, Nagpore Khathi ,, ..	Rs. 4-3-0 Ready	,, 4-7-0 ,,
Opium, (Malwa) per chest, Old ..	,, 4-6-6 ,,	,, 4-3-6 ,,
,, ,, ,, New ..	,, 1,125 ,,	,, 4-7-6 ,,
	,, 1,000 ,, Nominal (Ready)	,, 1,150 ,,
		,, 1,000 ,, Nominal (Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape (per ton 50 feet.)	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton 40 feet.)	£1-7-6	£1-6-0
,, Seeds & Wheat... ..	£1-7-3	£1-4-6
London—M'ment cargo, P. & O. Co.	£1-10-0	£1-10-0
,, Seeds and wheat ,, .	£1-8-9	£1-8-9
,, M'm nt cargo, Via Canal..	.....	£1-5-0
,, Seeds and Wheat ,, ..	.....	£1-3-6
Havre—M'ment cargo ,, ...	£1-8-0	£1-5-0
,, Seeds and Wheat ,, ..	£1-8-0	£1-4-3
Antwerp—M'ment cargo ,, ...	£1-8-0	£1-5-0
,, Seeds & Wheat ,, ...	£1-8-0	£1-4-3
Hull ,, ..	.....	£1-5-0
Dunkirk ,, ...	£1-8-0	£1-4-3
Trieste & Venice—M't, cargo,, ..	....	£2-0-0 at 2s. Ex.
,, ,, eeds & Wheat,, .	....	.....
Marseilles—M't. cargo Via Canal..	£1-8-0	£1-3-6
,, ,, Seeds & Wheat ,, ..	£1-7-0	£1-3-0
China Steamer	Rs. 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	,, 35 to 45	,, 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 11th June.	Week ending 18th June.
EXCHANGE.		
On England, Bank Bills, Tel-Transfer ...	1s. 4 25/32d.	1s. 4⅞d.
„ „ Sight...	1s. 4 27/32d.	1s. 4 29/32d.
„ „ 3 m'ths' „ ...	1s. 4 31/32d.	1s. 5d.
„ „ 4 „ „ ...	1s. 5d.	1s. 5 1/16d.
„ „ 6 „ „ ...	1s. 5 3/32d.	1s. 5 5/32d.
First-class Credits ...3 „ „ ...	1s. 5 3/32d.	1s. 5 5/32d.
„ „ 6 „ „ ...	1s. 5 ¼d.	1s. 5 5/16d.
Documents „ 3 „ „ ...	1s. 5 ⅛d.	1s. 5 3/16d.
„ „ 6 „ „ ...	1s. 5 9/32d.	1s. 5 11/32d.
Paris Francs Mercan-Bills... 3 „ „ ...	1·80½	1·81
„ „ 6 „ „ ...	1·82	1·82½
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/16
On China Mer'tile Bills, 60 days' Sight.	219	219
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-13-0	Rs. 22-12-6
Sovereigns	„ 14-6-0	„ 14-3-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 106¾	Rs. 107 7/16
Four-and-a-half per cents. ...	„ 107½ Nominal	„ 108
IMPORTS.		
Piece Goods— Market.	Quiet.	Quiet.
6½ to 7 lbs. 34-38 Grey Shrtgs. (per piece)	Rs. 2-11-6 to 3-4-9	Rs. 2-11-0 to 3-4-6
7½ to 8¼ lbs. „ „ „ ...	„ 3-2-0 to 4-12-6	„ 3-2-0 to 4-12-0
2½ to 3 lbs. 28-30 in. Madapollams.	„ 1-5-0 to 1-12-0	„ 1-5-0 to 1-11-6
No. 40s Mule Twist, (per lb.) ...	As. 8-0 to 8-6	As. 7-9 to 8-6
No. 30s Water „ „ ...	„ 7-9 to 8-6	„ 7-9 to 8-6
Copper Braziers, (in b'dles) (per cwt.)	Rs. 43-0-0 to 43-6-0	Rs. 43-4-0
Yellow Metal, (in cases) „ ...	„ 38-10-0	„ 38-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28-0-0	Rs. 28½
Staffordshire Bar Iron, „ „	„ 35-0-0	„ 34
Swedish Bar Iron, „ „	„ 39 to 42	„ 39 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 13¾ rdy; Rs. 14½ fwd	Rs. 14 ready „ 14½ forward.
Welsh Hartley Coal, (per ton) „	„ ... ; Rs. 12 „	Rs. ... ; Rs. 13 forwd.
Cardiff Coal, „ „	„ 14 rdy. ; „ 16 fwd.	„ 14½ rdy.; Rs. 16 „
EXPORTS.		
Cotton— Market. [per candy.	Very quiet.	Very Quiet.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	Rs. 189 Ready	.....
Do. ... ... Good..	„ 181 „	.....
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G....	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

QUOTATIONS.	Week ending 11th June.	Week ending 18th June.
EXPORTS—*contd.*		
COTTON— [per candy.		
Oomrawuttee, good staple, Fine.	.....	.....
" " F.G....	Rs. 168 Ready	Rs. 163 Ready
" " Good..	" 158 "	" 154 "
" " F.G.F.	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 160 Ready	Rs. 158 Ready
" ... ... Good..	" 150 "	" 148. "
" ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 162 Ready	Rs. 162 "
" ... ... F.G....	.....	.....
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 181 Ready	.....
" ... ... F.G....	" 170 "	Rs. 168 Ready
" ... ... Good..	nominal.	" 155 "
" ... ... F.G.F.	.....	.....
Bengals, ... Fine..	Rs. 158 Ready	Rs. 158 "
" .. ... F.G...	" 146 "	" 146 "
" ... ... Good..	" 138 "	" 138 "
" ... .. F.G.F.	....	....
Dharwar (S.G). ... .. Good..	Rs. 168 Ready	" 166 "
" " .. .. F.G.F.	.....	.....
Westerns, ... Good ..	Rs. 166 Ready	Rs. 160 Ready
" .. .. F.G.F.	.....	....
Gingelly Seed, White (per cwt)	....	.....
" Mixed " ..	... ...	.....
Linseed, Bold " ..	Rs. 6-8-0 Ready	Rs. 6-10-6 Ready
" Small Seed " ..	" 6-5-0 "	" 6-6-0 noml. Rdy.
Rapeseed, Guzerat Yellow " ..	" 7-12-0 "	" 7-13-0 Ready
" Brown Delhi " ..	" 6-14-0 "	" 7-0-0 "
" Yellow Cawnpore " ..	" 7-10-0 "	" 7-13-0 "
Poppy Seed " ..	" 7-0-0 "	" 7-0-0 "
Groundnuts " ..	" 5-12-0 "	" 5-10-0 "
Wheat, White Pessy " ..	Rs. 5-3-6 91 % { " 5-2-6 85 % }	{ Rs. 5-6-0 " 91 % { " 5-5-0 " 85 %
" Khabri Pessy (Jubulpore)" ..	.....	....
" Ahmedabad (Soft Red)" ..	Rs. 4-14-6 Ready	Rs. 5-0-0 Ready
" Laskari " ..	....	....
" Hard Yellow " ..	Rs. 4-8-0 Ready 75 %	" 4-9-3 " 75 %
" Khandwa " ..	.....	....
" DelhiNo.1,WhitePessy" ..	Rs. 4-12-0 Ready	Rs. 4-13-3 "
" " Red " ..	" 4-6-0 "	" 4-7-3 "
" Bugla or Jeytoo " ..	.....	.....
" Hard Red Khatha " ..	Rs. 4 4-0 Ready	" 4-4-6 " noml.
" Nagpore Khathi " ..	" 4-7-6 "	" 4-8-6 Ready
Opium, (Malwa) per chest, Old ..	" 1,125 "	" 1,125 "
" " " New ..	" 1,000 Nominal	" 1,025 " Nominal
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape (per ton of 50 feet).	Nil.	Nil.
" " " Suez Canal, (per ton of 40 feet.)	£1-2-6	£1-2-6
" Seeds & Wheat.. ..	£1-1-0	£1-1-3
London—M'ment cargo, P. & O Co.	£1-6-3	£1-5-0
" Seeds & Wheat " ..	£1-2-6	£1-0-0
" M'ment cargo, Via Canal...	£1-2-6	.....
" Seeds and Wheat " ...	£1-1-0	.....
Havre—M'ment cargo " ..	£1-2-6	£1-2-6
" Seeds and Wheat " ..	£1-2-0	£1-2-0
Antwerp—M'ment cargo " ..	£1-2-6	£1-2-6
" Seeds and Wheat " ...	£1-1-6	£1-2-0
Hull " ..	.....	.....
Dunkirk " ..	£1-1-6	£1-2-0
Trieste & Venice—M't. cargo," ...	£1-16-3 at 2s. Ex.	£1-12-6 at 2s. Ex.
" " Seeds & Wheat," ..	... ...	.....
Marseilles—M't. cargo Via Cnaal..	£1-0-0	£1-0-0
" Seeds & Wheat " ..	£1-0-0	£0-19-6
China Steamer	Rs. 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	" 35 to 45	" 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 25th June.	Week ending 2nd July.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 5 7/32d.	1s. 5½d.
,, ,, Sight	1s. 5¼d.	1s. 5 9/16d.
,, ,, 3 m'ths' ,,	1s. 5 11/32d.	1s. 5⅝d.
,, ,, 4 ,, ,,	1s. 5⅜d.	1s. 5 21/32d.
,, ,, 6 ,, ,,	1s. 5 15/32d.	1s. 5 13/16d.
First-class Credits... 3 ,, ,,	1s. 5 15/32d.	1s. 5 13/16d.
,, ,, 6 ,, ,,	1s. 5 19/32d.	1s. 5 15/16d.
Documents ... 3 ,, ,,	1s. 5½d.	1s. 5 27/32d.
,, ... 6 ,, ,,	1s. 5⅝d.	1s. 5 31/32d.
Paris Francs Mercantile Bills ... 3 ,, ,,	1·84¼	1·87¾
,, 6 ,, ,,	1·85½	1·89¼
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	219	219
Eng. Bar Gold, 100 touch (per tola).	Rs. 22-2-0	Rs. 21-14-0
Sovereigns	,, 13-14-0	,, 13-13-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	4 per cent.	4 per cent.
,, of Interest on Demand Loans on Govt. Securities.	3 ,,	3 ,,
Rate of Discount in the Open Market on Govt. Securities ...	2 ,,	2 ,,
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107 11/16d.	Rs. 107 13/16
Four-and-a-half per cents. ...	,, 108½ Nominal	,, 108½
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6¼ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 2-11-0 to 3-4-6	Rs. 2-11-0 to 3-4-6
7½ to 8¼ lbs. ,, ,, ,,	,, 3-2-0 to 4-12-6	,, 3-2-0 to 4-11-0
2½ to 3lbs. 28-30 in. Madapollams ,,	,, 1-5-0 to 1-12-0	,, 1-5-0 to 1-11-0
No. 40s. Mule Twist, (per lb.) ...	As. 7-6 to 8-6	As. 7-6 to 8-6
No. 30s. Water ,, ,, ...	,, 7-9 to 8-6	,, 7-6 to 8-6
Copper Braziers, (in bundles) (per cwt)	Rs. 42-14-0	Rs. 42-6-0
Yellow Metal, (in cases) (per cwt)	,, 38-0-0	,, 37-6-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28	Rs. 28
Staffordshire Bar Iron ,, ,, ...	,, 33 to 34	,, 33
Swedish Bar Iron, ,, ,, ...	,, 39 to 42	,, 40 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 13¼ ready ,, 14½ forward	Rs. 13½ ready ,, 14½ Forward.
Welsh Hartley Coal, (per ton) ,,	,, 13½ forwd.	,, 11 ready
Cardiff Coal, ,, ,,	Rs. 15 ready; 15¾ forwd.	Rs. 14½ ,, ; 15¼ forwd.
EXPORTS.		
Cotton— Market. [per candy.	Very Quiet.	Very Quiet.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G. ...	.....	.....
Oomrawuttee, Good staple, Fine.	.....	.....
,, ,, F.G...	Rs. 158 Ready	Rs. 158 Ready
,, ,, Good..	,, 150 ,,	,, 150 ,,
,, ,, F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

QUOTATIONS.	Week ending 25th June.	Week ending 2nd July.
EXPORTS—*contd.*		
COTTON— [per candy.		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 153 Ready	Rs. 152 Ready
,, ... Good...	,, 146 ,,	,, 145 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 160 Ready	Rs. 158 Ready
,, ... F.G ...	.....	.....
,, ... Good...	.....	.....
Dhollera, ... Fine...	.....	.....
,, ... F.G....	Rs. 162 Ready	Rs. 163 Ready
,, ... Good...	,, 153 ,,	,, 151 ,,
,, ... F.G.F.	.....	.....
Bengals .. .. Fine..	Rs. 157 Ready	Rs. 156 Ready
,, ... F.G...	,, 145 ,,	,, 145 ,,
,, ... Good..	,, 138 ,,	,, 137 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.) .. .. Good..	Rs. 163 Ready	Rs. 163 Ready
,, ,, ... F.G.F.	.....	.....
Westerns,.. ... ... Good ..	Rs. 160 Ready	Rs. 160 Ready
,, ... F.G.F....	.....	.....
Gingelly Seed, White (per cwt.)..	.....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ..	Rs. 6-8-6 Ready	.....
,, Small Seed ,, ..	,, 6-4-6 ,,	.....
Rapeseed, Guzerat Yellow ,, ..	,, 7-11-0 ,,	Rs. 7-11-0 Ready
,, Brown Delhi ,, ..	,, 7-0-0 ,,	,, 6-15-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-11-0 ,,	,, 7-10-0 ,,
Poppy Seed ,, ..	,, 6-13-6 ,,	,, 6-12-6 ,,
Groundnuts ,, ..	,, 5-10-0 ,,	,, 5-10-6 ,,
Wheat, White Pessy ,, ..	{ Rs.5-4-6 ,, 91 %	Rs. 5-3-0 ,, 91 %
	{ ,, 5-3-6 ,, 85 ,,	,, 5-2-0 ,, 85 ,,
,, Khabri Pessy (Jubbulpore),, ...	....	..
,, Ahmedabad (soft Red) ,, ...	.....	Rs. 4-13-6 Ready
,, Laskari ,, ..	....	.....
,, Hard Yellow ,, ..	Rs. 4-6-6 Ready 63 %	{ Rs. 4-7-0 Ready 75 % ,, 4-6-0 ,, 70 ,, ,, 4-5-0 ,, 63 ,, ,, 4 4-0 ,, 50 ,,
,, Khandwa ,, ..	....	.....
,, Delhi No. 1, White Pessy ,, ..	Rs. 4-13-0 Ready	Rs. 4-11-6 Ready.
,, ,, Red ,, ..	,, 4-7-0 ,,	,, 4-6-0 ,,
,, ,, Bugla or Jeytoo ,, ...	,, 4-6-0 ,,	,, 4-4-0 ,,
,, Hard Red Khatha ,, ..	....	....
,, Nagpore Khathi ,, ..	,, 4-8-0 ,,	,, 4-7-0 ,,
Opium, (Malwa) per chest, Old.. ..	,, 1,125 ,,	,, 1,125 ,,
,, ,, ,, New ..	,, 1,025 ,, Nominal	,, 1,025 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-0-0	£1-0-0
,, Seeds and Wheat	£0-19-0	£0-17-6
London—M'ment cargo P. & O. Co. ..	£1-5-0	£1-5-0
,, Seeds & Wheat ,, do. ..	£0-18-9	£0-16-9
,, M'ment cargo Via Canal.	£1-0-0	.....
,, Seeds & Wheat ,, ..	£0-17-6	.....
Havre—M'ment cargo ,, ..	£1-1-0	£1-0-0
,, Seeds & Wheat ,, ..	£1-0-0	£0-19-0
Antwerp—M'ment cargo ,, ..	£1-1-0	£1-0-0
,, Seeds & Wheat ,, ..	£1-0-0	£0-19-0
Hull ,, ..	.....	....
Dunkirk ,, ..	£1-5-0	£1-0-0
Trieste & Venice—M'ment cargo ,, ..	£1-10-0 at 2s. Ex.	.....
,, Seeds & Wheat ,, ..	.....	.....
Marseilles—M'ment cargo, Via Canal..	£0-17-6	£0-17-6
,, Seeds & Wheat ,, ..	£0-17-6	£0-17-6
China Steamer	Rs. 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	,, 35 to 45	,, 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 9th July.	Week ending 16th July.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 17/32d.	1s. 5 15/32d.
„ „ Sight	1s. 5 9/16d.	1s. 5½d.
„ „ 3 m'ths' „	1s. 5 21/32d.	1s 5⅝d.
„ „ 4 „ „	1s. 5 11/16d.	1s 5 21/32d.
„ „ 6 „ „	1s. 5 25/32d.	1s. 5 23/32d.
First-class Credits ... 3 „ „	1s. 5 25/32d.	1s. 5 23/32d.
„ „ ... 6 „ „	1s. 5 29/32d.	1s. 5 27/32d.
Documents ... ... 3 „ „	1s. 5 13/16d.	1s. 5¾d.
„ ... ... 6 „ „	1s. 5 15/16d.	1s. 5¾d.
Paris Francs Mer'tile Bills 3 „ „	1·87½	1·86⅝
„ 6 „ „	1·88½	1·87½
On Calcutta Bank Tel. Transfer..	100 1/16	100 1/16
On China Mer'tile Bills. 60 days' Sight	219	219
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-5-0	Rs. 22-8-0
Sovereigns...	„ 13-13-0	„ 13-14-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills.	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107⅝	Rs. 107⅞
Four-and-a-half per cents. ...	„ 108½ Nominal	„ 108 Nominal.
IMPORTS.		
PIECE-GOODS— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-11-0 to 3-4-0	Rs. 2-11-0 to 3-4-0
7½ to 8¼ lbs. „ „ „	„ 3-2-0 to 4-11-0	„ 3-2-0 to 4-11-0
2½ to 3 lbs. 28-30 in Madapollams „	„ 1-4-0 to 1-11-0	„ 1-4-0 to 1-11-0
No. 40s Mule Twist (per lb.) ...	As. 7-6 to 8-6	As. 7-6 to 8-6
No. 30s, Water „ „ ...	„ 7-6 to 8-6	„ 7-3 to 8-4
Copper Braziers, (in bundles) (per cwt.)	Rs. 42-6-0 to 42-8-0	Rs. 42-0-0
Yellow Metal, (in cases) (per cwt)	„ 37-10-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28	Rs. 28
Staffordshire Bar Iron „ „ ...	„ 33 to 34	„ 33
Swedish Bar Iron, „ „ ...	„ 39 to 42	„ 39 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 13 ready „ 14½ forward.	Rs. 13½ ready „ 14½ forward.
Welsh Hartley Coal, (per ton) „	Rs. 11¾ ready.	.....
Cardiff Coal, „ „	„ 14¼ „ ; Rs. 16 fwd.	Rs. 14½ rdy.; Rs. 15¾ fwd.
EXPORTS.		
COTTON— Market [per candy.	Quiet.	Good local demand.
Broach, ... Fine...	Rs. 204, Feb.-March.	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 197, Feb.-March	.....
Hingunghat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawutte, Good staple Fine,	.....	.....
„ „ F.G....	Rs. 158 Ready	Rs. 161 Ready
„ „ Good..	„ 150 „	„ 153 „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 9th July.	Week ending 16th July.
EXPORTS—*contd.*		
Cotton— [per candy.		
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 152 Ready	Rs. 155 Ready
„ ... ... Good..	„ 145 „	„ 148 „
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 158 Ready	Rs. 161 Ready
„ ... ... F.G....	.....	.....
„ ... ... Good..	.....	.....
Dhollera, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 163 Ready	Rs. 165 Ready
„ ... ... Good...	„ 151 „	„ 153 „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 154 Ready	Rs. 155 Ready
„ ... ... F.G....	„ 142 „	„ 145 „
„ ... ... Good..	„ 135 „	„ 138 „
„ ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	Rs. 158 Ready	Rs. 161 Ready
„ „ ... F.G.F.	.....	.....
Westerns, ... Good ..	Rs. 153 Ready	Rs. 157 Ready
„ .. ... F.G.F....	.. ...	.....
Gingelly Seed, White (per cwt.)...	.....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ...	Rs. 6-8-0 Ready	Rs. 6-8-6 Ready
„ Small Seed „ ..	„ 6-4-6 „	„ 6-5-6 „
Rapeseed, Guzerat Yellow „ ..	„ 7-10-0 „	„ 7-10-0 „
„ Brown Delhi „ ..	„ 7-0-0 „	„ 6 15-0 „
„ Yellow Cawnpore „ ...	„ 7-10-0 „	„ 7-9-6 „
Poppy Seed „ ..	„ 6-12-0 „	„ 6-12-6 „
Groundnuts „ ..	„ 5-10-0 „	„ 5-12-0 „
Wheat, White Pessy „ ..	Rs. 5-2-6 „ 91 % / „ 5-1-6 „ 85 „	Rs. 5-2-6 „ 91 % / „ 5-1-6 „ 85 „
„ Khabri Pessy (Jubulpore)„ ..	.. ...	....
„ Ahmedabad (soft Red) „ ..	Rs. 4-13-0 Ready	Rs. 4-12-6 Ready
„ Laskari „ ..	..	.....
„ Hard Yellow „ ..	Rs. 4-7-6 Ready 75 % / „ 4-6-6 „ 70 „ / „ 4-5-6 „ 63 „ / „ 4-4-6 „ 50 „	... 75 % / ..... 70 „ / Rs. 4-6-0 Ready 63 „ / „ 4-5-0 „ 50 „
„ Khandwa „ ..	....	.....
„ Delhi No. 1, White Pessy „ ..	Rs. 4-11-6 Ready	Rs. 4-12-0 Ready
„ „ Red „ ..	„ 4-5-6 „	„ 4-6-0
„ Bugla or Jeytoo „ ..	„ 4-4-6 „	.....
„ Hard Red Khatha „ ..	„ 4-3-6 „	.....
„ Nagpore Kathi „ ...	„ 4-6-6 „	Rs. 4-7-0 Ready
Opium, (Malwa) per chest, Old.. ...	„ 1 125 „	„ 1,150 „
„ „ „ New ..	„ 1.025 „	„ 1,060 „
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
„ „ „ Suez Canal (per ton of 40 feet).	£1-0-0	£1-0-0
„ Seeds and Wheat	£0-18-0	£0-19-6
London—M'ment cargo, P. & O. Co. ..	£1 5-0	£1-1-3
„ Seeds & Wheat do. ..	£0-18-9	£1-0-0
„ M'ment cargo Via Canal.	....	....
„ Seeds & Wheat „ ..	....	...
Havre—M'ment cargo „ ..	£1-0-0	£0-18-9
„ Seeds & Wheat „ ...	£1-0-0	£0-18-9
Antwerp—M'ment cargo „ ..	£1-0-0	£0-18-9
„ Seeds & Wheat „ ..	£0-19-6	£0-18-0
Hull „ ...	..	.....
Dunkirk „ ..	£1-0-0	£0-18-6
Trieste & Venice—M'ment cargo „ ...	£1-7-6 at 2s. Ex.	£1-5-0 at 2s. Ex.
„ Seeds & Wheat „ ..	....	....
Marseilles—M'ment cargo, Via Canal.	£0-18-0	£0-18-9
„ „ Seeds & Wheat „	£0-18-0	£0-18-0
China Steamer	Rs. 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	„ 35 to 45	„ 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 23rd July.	Week ending 30th July.
EXCHANGE.		
On England, Bank Bills Tel. Transfer ...	1s. 5⅜d.	1s. 5 13/32d.
„ „ Sight	1s. 5 13/32d.	1s. 5 7/16d.
„ „ 3 m'ths' „	1s. 5 17/32d.	1s. 5 17/32d.
„ „ 4 „ „	1s. 5 9/16d.	1s. 5 9/16d.
„ „ 6 „ „	1s. 5⅝d.	1s. 5 21/32d.
First class Credits ... 3 „ „	1s. 5⅝d.	1s. 5 21/32d.
„ „ ... 6 „ „	1s. 5⅝d.	1s. 5 25/32d.
Documents ... 3 „ „	1s. 5 21/32d.	1s. 5 11/16d.
„ ... ... 6 „ „	1s. 5 25/32d.	1s. 5 13/16d.
Paris Francs Mercantile Bills... 3 „ „	1·85¼	1·86¼
„ „ 6 „ „	1·86¾	1·87½
On Calcutta Bank Tel. Transfer.	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 24-4-0	Rs. 22-9-0
Sovereigns	„ 13-15-6	„ 14-15-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	2 „
Rate of Discount in the open Market on Govt. Securities ...	2 „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107⅞	Rs. 107¾
Four-and-a-half per cents. ...	„ 108¼ Nominal.	Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 2-11-0 to 3-4-0	Rs. 2-10-0 to 3-4-0
7½ to 8½ lbs. „ „ „	„ 3-2-0 to 4-10-0	„ 3-2-0 to 4-10-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-4-0 to 1-11-0	„ 1-4-0 to 1-11-0
No. 40s. Mule Twist, (per lb.) ...	As. 7-9 to 8-6	As. 7-9 to 8-6
No. 30s. Water, „ „ ...	„ 7-6 to 8-6	„ 7-6 to 8-6
Copper Braziers, (in bundles) (per cwt)	Rs. 42 8-0	Rs. 42-2-0
Yellow Metal, (in cases) (per cwt)	„ 37-10-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28	Rs. 28
Staffordshire Bar Iron, „ „ ...	„ 33	„ 33
Swedish Bar Iron, „ „ ...	„ 39 to 42	„ 39 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14 ready „ 14¾ forward.	„ 14¼ ready „ 14½ forward.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, „ „	Rs. 15 ready; 15¾ forwd.	Rs. 14 to 15 ready „ 15½ forward.
EXPORTS.		
Cotton— Market (per candy.	Steady demand, almost entirely local.	Steady with good local demand; nothing doing for export.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	.....	.....
Hingunghat ... ... Good...	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawattee, Good staple, Fine	.....	.....
„ „ F.G....	Rs. 168 Ready	Rs. 168 Ready
„ „ Good...	„ 157 „	„ 157 „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 23rd July.	Week ending 30th July.
EXPORTS—*contd.*		
Cotton— [per candy.		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 160 Ready	Rs. 160 Ready
,, ... Good..	,, 151 ,,	,, 151 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 164 Ready	Rs. 164 Ready
,, ... F.G....	.....	.....
,, ... Good...	.....	.....
Dhollera, ... Fine...	.....	.....
,, ... F.G....	Rs. 168 Ready	Rs. 168 Ready
,, ... Good..	,, 156 ,,	,, 156 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 158 Ready	Rs. 158 Ready
,, ... F.G....	,, 148 ,,	,, 148 ,,
,, ... Good...	,, 141 ,,	,, 141 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.) ... Good...	Rs. 163 Ready	Rs. 163 Ready
,, ,, ... F.G.F..	.....	.....
Westerns, ... Good ..	Rs. 158 Ready	Rs. 158 Ready
,, ... F.G.F..	.....	....
Gingelly Seed, White (per cwt.)..	....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ...	Rs. 6-8-6 Ready	Rs. 6-9-0 Ready
,, Small Seed ,, ..	,, 6-5-6 ,,	,, 6-7-0 ,,
Rapeseed, Guzerat Yellow ,, ...	,, 7-11-0 ,,	,, 7-10-0 ,,
,, Brown Delhi ,, ..	,, 6-15-0 ,,	,, 6-15-0 ,,
,, Yellow Cawnpore ,, ...	,, 7-9 0 ,,	,, 7-7-0 ,,
Poppy Seed ,, ..	,, 6-13-6 ,,	,, 6-13-6 ,,
Groundnuts ,, ..	,, 5-13-0 ,,	,, 5-13-0 ,,
Wheat, White Pessy ,, ..	Rs. 5-2-6 ,, 91 %	,, 5-3-6 ,, 91 %
,, Khabri Pessy (Jubulpore),, ..	,, 5-1-6 ,, 85 ,,	,, 5-2-6 ,, 85 ,,
,, Ahmedabad (soft Red) ,, ..	.....	.....
,, Laskari ,, ...	Rs. 4-12-6 Ready	Rs. 4-12-0 Ready
,, Hard Yellow ,, ..	....	.....
	Rs. 4-8-0 Ready 75 %	Rs. 4-9-0 Ready 75 %
	,, 4-6-6 ,, 63 ,,	,, 4-6-6 ,, 63 ,,
	,, 4-5-6 ,, 50 ,,	,, 4-5-6 ,, 50 ,,
,, Khandwa ,, ..	.....	.....
,, Delhi No. 1, White Pessy ,, ...	Rs. 4-11-9 Ready	Rs. 4-12-0 Ready
,, ,, Red ,, ..	,, 4-6 0 ,,	,, 4-7-0 ,,
,, Bugla or Jeytoo ,, ...	,, 4-5-3 ,,	...
,, Hard Red Khatha ,, ...	....	,, 4-4-6 Ready
,, Nagpore Khathi ,, ...	,, 4-6-6 Ready	,, 4-7-6 ,,
Opium, (Malwa) per chest, Old... ..	,, 1,150 ,,	,, 1,150 ,,
,, ,, ,, New... ...	,, 1,050 ,,	,, 1,075 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-0-0	£1-0-0
,, Seeds and Wheat.. ..	.....	.....
London—M'ment cargo, P. & O. Co. ...	£1-3-9	£1-3-9
,, Seeds & Wheat ,, ,, ...	£1-1-0	£1-0-0
,, M'ment cargo Via Canal	.....	....
,, Seeds and Wheat ,, ...	.....	...
Havre—M'ment cargo ,, ..	£0-18-9	£0-19-0
,, Seeds and Wheat ,, ..	£0-18-3	£0-19-0
Antwerp—M'ment cargo ,, ..	£0-18-9	£0-19-0
,, Seeds and Wheat ,, ..	£0-18-3	£0-19-0
Hull ,, ...	.....	.....
Dunkirk ,, ...	£0-18-6	.....
Trieste & Venice—M'ment cargo ,, ...	....	£1-5-0 at 2s. Ex.
,, Seeds & Wheat ,, ...	...	£0-15-0 at 2s. Ex.
Marseilles—M'ment cargo Via Canal..	£0-18-0	.....
,, ,, Seeds & Wheat ,, ...	£0-17-6	...
China Steamer	Rs. 12 to 15; Rs. 17 Japan	Rs. 12 to 15; Rs. 17 Japan
Australia	,, 35 to 45	,, 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 6th August.	Week ending 13th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer	1s. 5 5/16d.	1s. 5¼d.
„ „ Sight	1s. 5 11/32d.	1s. 5 9/32d.
„ „ 3 m'ths' „	1s. 5 7/16d.	1s. 5⅜d.
„ „ 4 „ „	1s. 5 15/32d.	1s. 5 13/32d.
„ „ 6 „ „	1s. 5 9/16d.	1s. 5½d.
First-class Credits ... 3 „ „	1s. 5 9/16d.	1s. 5 19/32d.
„ „ ... 6 „ „	1s. 5 11/16d.	1s. 5 21/32d.
Documents ... ... 3 „ „	1s. 5 19/32d.	1s. 5½d.
„ ... ... 6 „ „	1s. 5 23/32d.	1s. 5⅝d.
Paris Francs Mercantile Bills... 3 „ „	1·85	1·84
„ „ 6 „ „	1·86¼	1·85½
On Calcutta Bank Tel. Transfer.	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs 22-5-0	Rs. 22-4-6
Sovereigns...	„ 13-15-0	„ 14-2-3
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	2 „	2 „
Rate of Discount in the open Market on Government Securities...	1 „	1 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107 13/16	Rs. 107 13/16
Four-and-a-half per cents. ...	„ 106	„ 106 Nominal.
IMPORTS.		
PIECE GOODS— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs, (per piece.)	Rs. 2-10-0 to 3-3-6	Rs. 2-10-0 to 3-4-0
7½ to 8¼lbs. „ „ „	„ 3-1-0 to 4-10-0	„ 3-2-0 to 4-10-0
2½ to3lbs. 28-30 in Madapollams „	„ 1-4-0 to 1-11-0	„ 1-4-0 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 7-9 to 8-6	As. 7-9 to 8-6
No. 30s Water „ „ ...	„ 7-6 to 8-6	„ 7-6 to 8-6
Copper Braziers, (in bundles) (per cwt)	„ 41-12-0	„ 42-4-0
Yellow Metal, (in cases) (per cwt)	„ 37-6-0	„ 37-12-0
Welsh Bar Iron, (per cdy. of 746½ lbs.)	Rs. 28¼	Rs. 27½ to 28
Staffordshire Bar Iron, „ „ ...	„ 33	„ 31 to 32
Swedish Bar Iron, „ „ ...	„ 39 to 42	„ 40 to 42
Davison's West Hartley Coal, (per ton) alongside.	{ Rs. 14 ready { „ 14½ forward.	{ Ready Nil. { Rs. 14¼ Forward.
Welsh Hartley Coal, (per ton) „	.....	Nominal
Cardiff Coal, (per ton) „	Rs. 15 ready; 15½ fwd.	Rs. 14¼ rdy; 15¼ fwd.
EXPORTS.		
COTTON— Market per candy.	Quiet; fair local demand.	Steady; demand almost entirely local.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Hingunghat, ... Good..	.....	.....
Do.... ... F.G....	.....	.....
Oomrawuttee, Good staple Fine.	.....	.....
„ „ F.G....	Rs. 168 Ready	Rs. 168 Ready
„ „ Good...	„ 157 „	„ 157 „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 6th August.	Week ending 13th August.
EXPORTS—*contd.*		
Cotton— [per candy.		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 160 Ready	Rs. 160 Ready
,, ... Good..	,, 151 ,,	,, 151 ,,
,, ... F.G.F.	.....	.....
Belátee, ... Fine...	Rs. 164 Ready	Rs. 164 Ready
,, ... F.G....	.....	.....
,, ... Good..	.....	.....
Dhollera, ... Fine...	.....	.....
,, ... F.G....	Rs. 168 Ready	Rs. 168 Ready
,, ... Good..	,, 156 ,,	,, 156 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 158 Ready	Rs. 158 Ready
,, ... F.G....	,, 148 ,,	,, 148 ,,
,, ... Good..	,, 141 ,,	,, 141 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	Rs. 163 Ready	Rs. 163 Ready
,, ,, ... F.G. F.	.....	.....
Westerns, ... Good ..	Rs. 158 Ready	Rs. 158 Ready
,, ... F.G.F	.....	.....
Gingelly Seed, White (per cwt.)...	.....	.....
,, Mixed ,, ...	.....	.....
Linseed, Bold ,, ...	Rs. 6-9-0 Ready	Rs. 6-10-0 Ready
,, Small Seed ,, ...	,, 6-7-6 ,,	,, 6-8-6 ,,
Rapeseed, Gujerat Yellow ,, ..	,, 7-13-6 ,,	,, 8-3-0 ,,
,, Brown Delhi ,, ...	,, 6-15-0 ,,	,, 7-4-6 ,,
,, Yellow Cawnpore ,, ...	,, 7-10-0 ,, Nominal	,, 7-10-0 ,,
Poppy Seed ,, ...	,, 6-14-6 ,,	,, 6-14-0 ,,
Groundnuts ,, ..	,, 5-12-0 ,,	,, 5-13-0 ,,
Wheat, White Pessy ,, ...	Rs. 5-4-0 ,, 91 % / ,, 5-3-0 ,, 85 ,,	Rs. 5-4-6 ,, 91 % / ,, 5-3-6 ,, 85 ,,
,, Khabri Pessy (White) ,, ...	Rs. 4-13-6 ,, 65 ,,	..
,, Ahmedabad (soft Red) ,, ...	,, 4-12-6 ,,	Rs. 4-14-6 Ready Noml.
,, Laskari ,, ..	.....	.....
,, Hard Yellow ,,	Rs. 4-6-6 Ready 63 % / ,, 4-5-6 ,, 50 ,,	,, 4-10-6 Ready 75 % / ,, 4-9-6 ,, 63 ,,
,, Khandwa ,, ..	.....	.....
,, Delhi No. 1, White Pessy,, ...	Rs. 4-12-6 Ready	Rs. 4-14-6 Ready
,, ,, Red ,, ...	,, 4-8-0 ,,	,, 4-10-6 ,,
,, Bugla or Jeytoo ,, ..	.....	.....
,, Hard Red Khatha ,, ..	Rs. 4-4-6 Ready	,, 4-4-6 Ready Noml.
,, Nagpore Khathi ,, ...	,, 4-8-0 ,,	,, 4-10-6 ,,
Opium, (Malwa) per chest, Old... ..	,, 1,150 ,,	,, 1,135 ,,
,, ,, ,, New ..	,, 1,080 ,,	,, 1,070 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
,, ,, ,, Suez Canal (per ton of 40 feet).	£1-2-6	£1-2-6
,, Seeds and Wheat ..	£1-1-3	£1-1-0
London—M'ment cargo, P. & O. Co. ...	£1-3-9	£1-3-9
,, Seeds & Wheat ,, ,, ...	£1-0-0	£1-0-0
,, M'ment cargo Via Canal..	.....	....
,, Seeds & Wheat ,, ...	....	.....
Havre—M'ment cargo ,, ...	.....	£1-2-6
,, Seeds & Wheat ,, ...	.....	£1-2-0
Antwerp—M'ment cargo ,, ..	.....	£1-2-6
,, Seeds & Wheat ,, ..	.....	£1-2-0
Hull ,, ..	£1-2-0	£1-2-6
Dunkirk ,, ..	£1-2-0	£1-2-0
Trieste & Venice—M'ment cargo ,, ...	.....	£1-5-0 at 2s. Fx.
,, Seeds & Wheat ,, ..	.....	£0-15-0 at 2s. Ex.
Marseilles—M'ment cargo, Via Canal..	£1-1-0	£1-1-3
,, ,, Seeds & Wheat ,, ..	£1-0-9	£1-0-9
China Steamer	Rs. 12 to 15; Rs 17 Japan	Rs. 14 to 15; Rs. 17 Japan
Australia	,, 35 to 45	,, 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 20th August.	Week ending 28th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 5¼d.	1s. 5 7/32d.
,, ,, Sight	1s. 5 9/32d.	1s. 5¼d.
,, ,, 3 m'ths' ,,	1s. 5⅜d.	1s. 5 11/32d.
,, ,, 4 ,, ,,	1s. 5 13/32d.	1s. 5⅜d.
,, ,, 6 ,, ,,	1s. 5 15/32d.	1s. 5 7/16d.
First-class Credits... 3 ,, ,,	1s. 5 15/32d.	1s. 5 7/16d.
[redacted] ,, ,, ... 6 ,, ,,	1s. 5⅜d.	1s. 5 9/16d.
Documents ... 3 ,, ,,	1s. 5¼d.	1s. 5 15/32d.
,, ... 6 ,, ,,	1s. 5 21/32d.	1s. 5 19/32d.
Paris Francs Mercantile Bills... 3 ,, ,,	1.84¼	1·83¾
,, ,, 6 ,, ,,	1·85¾	1·85¼
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-3-0	Rs. 22-4-0
Sovereigns...	,, 14-1-0	,, 14-1-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
,, of Interest on Demand Loans on Govt. Securities.	2 ,,	2 ,,
Rate of Discount in the open Market on Govt. Securities ...	1 ,,	1 ,,
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107 15/16	Rs. 107⅞
Four-and-a-half per cents. ...	,, 105¾	,, 105½
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 2-10-0 to 3-3-0	Rs. 2-10-0 to 3-3-0
7½ to 8¼lbs. ,, ,, ,,	,, 3-1-0 to 4-10-0	,, 3-2-0 to 4-10-0
2½ to 3lbs. 28-30 in Madapollams ,,	,, 1-4-0 to 1-11-0	,, 1-4-0 to 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 7-9 to 8-6	As. 7-9 to 8-6
No. 30s Water ,, ,, ...	,, 7-6 to 8-6	,, 7-6 to 8-6
Copper Braziers, (in bundles)(per cwt.)	Rs. 42-2-0	Rs. 42-2-0
Yellow Metal, (in cases) (per cwt.)	,, 37-10-0	,, 37-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	,, 27-0-0	Rs. 27 to 28
Staffordshire Bar Iron, ,, ,, ...	,, 31-0-0	,, 32
Swedish Bar Iron, ,, ,, ...	,, 40 to 42	,, 40 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 13¾ ready ,, 14 forward.	Rs.14 ready Nominal ,, 14¼ forward.
Welsh Hartley Coal, (per ton) ,,	.....	.....
Cardiff Coal, (per ton) ,,	Rs. 14½ ready ; 15 forwd.	Rs.14⅝ ready; 14¾ forwd.
EXPORTS.		
Cotton— Market [per candy.	Steady; good local demand.	Unchanged ; steady.
Broach ... ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Hingunghat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good, staple Fine .	.....	.....
,, ,, F.G....	Rs. 170 Ready	Rs. 170 Ready
,, ,, Good..	,, 160 ,,	,, 160 ,,
,, ,, F.G.F..	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 20th August.	Week ending 28th August.
EXPORTS—*contd.*		
Cotton— [per candy.		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 163 Ready	Rs. 163 Ready
,, ... Good..	,, 153 ,,	,, 153 ,,
,, ... F.G.F.	.....	.....
Belatee,... ... ... Fine...	Rs. 166 Ready	Rs. 166 Ready
,, ... F.G....	.....	.....
,, ... Good..	.....	.....
Dhollera, ... Fine...	.....	.....
,, ... F.G....	Rs. 171 Ready	Rs. 171 Ready
,, ... Good..	,, 158 ,,	,, 158 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	.....	.....
,, ... F.G....	Rs. 156 Ready	Rs. 156 Ready
,, ... Good..	,, 146 ,,	,, 146 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	,, 165 Ready	Rs. 165 Ready
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good ...	Rs. 162 Ready	Rs. 162 Ready
,, ... F.G.F...	....	....
Gingelly Seed, White (per cwt.)..	....	....
,, Mixed ,, ...	...	...
Linseed, Bold ,,	Rs. 6-11-0 Ready	,, 6-12-0 Ready
,, Small Seed ,, ..	,, 6-10-0 ,,	,, 6-10-6 ,,
Rapeseed, Gujerat Yellow ,, ...	,, 8-5-0 ,,	,, 8-3-0 ,,
,, Brown Delhi ,, ...	,, 7-6-0 ,,	,, 7-6 0 ,,
,, Yellow Cawnpore ,, ...	,, 8-2-0 ,,	,, 8-0-0 ,,
Poppy Seed ,, ..	,, 6-14-6 ,,	,, 6-15-0 ,,
Groundnuts ,, ..	,, 5-12-6 ,,	,, 5-13-6 ,,
Wheat, White Pessy ,, ..	{ Rs. 5-7-0 ,, 91 %	{ Rs. 5-10-6 ,, Nom. 91 %
	{ ,, 5-6-0 ,, 85 %	{ ,, 5-9-6 ,, ,, 85 %
,, Khabri Pessy (White) ,, ..	.....	....
,, Ahmedabad (Soft Red) ,, ..	....	Rs. 5-1-0 Ready Nominal
,, Laskari ,, ...	....	.....
		{ Rs. 5-0-0 ,, 75 %
,, Hard Yellow ,, ..	,, 4-12-0 Ready	{ ,, 4-14-0 ,, 63 %
		{ ,, 4-12-6 ,, 50 %
,, Khandwa ,, ..	....	....
,, Delhi No. 1, White Pessy ,, ..	Rs. 5-3-0 Ready	Rs. 5-3-9 Ready
,, ,, Red ,, ..	,, 4-14-0 ,,	,, 5-0-0 ,,
,, Bugla or Jowtoo ,, ...	....	....
,, Hard Red Khatha ,, ..	,, 4-8-0 Ready	....
,, Nagpore Khathi ,, ..	,, 4-14-0 ,,	,, 4-1-0 Ready
Opium, (Malwa) per chest, Old... ...	,, 1,150 ,,	,, 1,150 ,,
,, ,, ,, New ..	,, 1,075 ,,	,, 1.075 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet)	£1-5-0	£1-5-0
,, Seeds and Wheat... ...	£1-3-9	£1-3-3
London—M'ment cargo, P. & O. Co. ..	£1-3-9	£1-5-0
,, Seeds & Wheat ,, ,, ..	£1-0-0	£1-1-3
,, M'ment cargo, Via Canal..	.....	....
,, Seeds and Wheat ,, ...	....	....
Havre—M'ment cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ...	.....	.....
Antwerp—M'ment cargo ,, ..	£1-5-0	£1-5-0
,, Seeds and Wheat ,, ..	£1-3-9	£1-3-9
Hull ,, ..	.....	£1-3-6
Dunkirk ,, ..	£1-4-0	£1-3-6
Trieste & Venice—M'ment cargo,, ...	....	....
,, ,, Seeds & Wheat ,, ..	....	....
Marseilles and Genoa—M'ment cargo, Via Canal..	£1-3-0	....
,, ,, Seeds & Wheat ,, ..	£1-3-0	£1-2-0
China Steamer	Rs. 12 to 15; Rs. 17 Japan	{ Rs.12 to 15; Rs.17 Japan and Shanghai.
Australia	,, 35 to 45	Rs. 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd September.	Week ending 10th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 3/16d.	1s. 5⅛d.
„ „ Sight	1s. 5 7/32d.	1s. 5 5/32d.
„ „ 3 m'ths' „	1s. 5 5/16d.	1s. 5¼d.
„ „ 4 „ „	1s. 5 11/32d.	1s. 5 5/16d.
„ „ 6 „ „	1s. 5 7/16d.	1s. 5⅜d.
First-class Credits... 3 „ „	1s. 5 7/16d.	1s. 5⅜d.
„ „ ... 6 „ „	1s. 5 9/16d.	1s. 5½d.
Documents ... 3 „ „	1s. 5 15/32d.	1s. 5 15/32d.
„ ... 6 „ „	1s. 5 19/32d.	1s. 5 17/32d.
Paris Francs Mer'tile Bills 3 „ „	1·83¾	1·83¼
„ 6 „ „	1·85¼	1·84¾
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola).	Rs. 22-5-0	Rs. 22-5-6
Sovereigns	„ 14-2-0	„ 14-2-0
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills.	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	2 „	2 „
Rate of Discount in the open Market on Govt. Securities ...	1 „	1 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107 15/16	Rs. 107 15/16
Four-and-a-half per cents. ...	„ 105½	„ 105 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7lbs. 34-38in. Grey Shrtgs, (per piece)	Rs. 2-10-0 to 3-2-6	Rs. 2-10-0 to 3-2-0
7½ to 8¼ lbs., „ „	„ 3-2-0 to 4-10-0	„ 3-1-0 to 4-9-0
2½ to 3lbs. 28-30 in. Madapollams. „	„ 1-4-0 to 1-11-0	„ 1-4-0 to 1-10-6
No. 40s Mule Twist (per lb.) ...	As. 7-6 to 8-3	As. 7-6 to 8-3
No. 30s Water „ „ ...	„ 7-3 to 8-3	„ 7-3 to 8-3
Copper Braziers, (in bundles) per cwt.	Rs. 42-6-0	Rs. 42-6-0
Yellow Metal, (in cases) per cwt.	„ 38	„ 38
Welsh Bar Iron, (per candy of 746¼ lbs.)	Rs. 27½	Rs. 28
Staffordshire Bar Iron „ „ ...	„ 32	„ 32
Swedish Bar Iron „ „ ...	„ 40 to 42	„ 40 to 42
Davison's West Hartley Coal (per ton) alongside.	Rs. 13¼ rdy.; 14 forwd.	Rs. 13½ rdy.; 14 fwd.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, „ „	„ 14 „ ; 14½ „	„ 14 „ ; 14½ „
EXPORTS.		
Cotton— Market [per candy.	Steady	Firm.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Hingunghat, ... Good..	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine	.....	.....
„ „ F.G....	Rs. 170 Ready	Rs. 170 Ready
„ „ Good...	„ 160 „	„ 160 „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 3rd September.	Week ending 10th September.
EXPORTS—*contd.*		
Cotton— [per candy.		
Khandeish ... ... Fine...	.....	.....
,, ... F.G....	Rs. 163 Ready	Rs. 163 Ready
,, ... Good...	,, 153 ,,	,, 153 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 166 Ready	Rs. 166 Ready
,, ... F.G....	.....	.....
,, ... Good...	.....	.....
Dhollera, ... Fine...	.....	.....
,, ... F.G....	Rs. 171 Ready	Rs. 171 Ready
,, ... Good...	,, 158 ,,	,, 158 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	.....	.....
,, ... F.G....	Rs. 156 Ready	Rs. 156 Ready
,, ... Good...	,, 146 ,,	,, 146 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	Rs. 165 Ready	Rs. 165 Ready
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good ..	Rs. 162 Ready	Rs. 162 Ready
,, ... F.G.F...	.....	.. ..
Gingelly Seed, White ...(per cwt.)	.....	....
,, Mixed ... ,, ..	Rs. 8-6-6 Forward	.....
Linseed, Bold ,, ..	,, 6-12-6 Ready	Rs. 6-11-0 Ready
,, Small Seed ,, ..	....	,, 6-9-6 ,,
Rapeseed, Gujerat Yellow ,, ...	Rs. 8-2-0 Ready	,, 8-3-0 ,,
,, Brown Delhi ,, ..	,, 7-2-0 ,,	,, 7-2-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-12-0 ,,	.....
Poppy Seed ,, ..	,, 6-14-6 ,,	Rs. 6-14-6 Ready
Groundnuts ,, ..	,, 5-13-0 ,,	,, 5-13-0 ,,
Wheat, White Pessy ,, ...	Rs. 5-8-6 ,, noml. 91 ⅞ ,, 5-7-6 ,, ,, 85 ,,	Rs. 5-7-0 ,, noml. 91 ⅞ ,, 5-6-0 ,, ,, 85 ,,
,, Khabri Pessy (White) ,, ..	....	....
,, Ahmedabad (Soft Red) ,, ..	Rs. 5-0-0 Ready nominal	....
,, Laskari ,, ..	.....	.....
,, Hard Yellow ,, ..	Rs. 4-15-0 ready 75 ⅞ ,, 4-14-0 ,, 63 ,, ,, 4-13-0 ,, 50 ,,	Rs. 4-14-6 ready 75 ⅞ ,, 4-13-3 ,, 63 ,, ,, 4-12-0 ,, 50 ,,
,, Khandwa ,, ...	....	.....
,, Delhi No. 1, White Pessy ,, ..	Rs. 5-3-0 Ready	Rs. 5-1-3 Ready
,, ,, Red ,, ..	,, 4-14-0 ,,	,, 4-12-6 ,,
,, Bugla or Jeytoo ,, ..	.....	.....
,, Hard Red Khatha ,, ..	Rs. 4-10-0 Ready Nominal	,, 4-9-0 Ready Nominal
,, Nagpore Khathi ,, ..	,, 5-0-0 ,, ,,	,, 4-14-6 ,,
Opium, (Malwa) per chest, Old ..	,, 1,150 ,,	,, 1,165 ,,
,, ,, ,, New ...	,, 1,075 ,,	,, 1,100 ,,
FREIGHTS.	(Ready)	(Ready)
Lpool--Cotton, via Cape, (per ton of 50 ft.)	Nil.	Nil.
,, ,, ,, Suez Cana (per ton of 40 feet).	£1-3-9	£1-2-6
,, Seeds and Wheat	£1-3-3	£1-1-6
London—M'ment cargo P. & O. Co. ...	£1-6-3	£1-6-3
,, Seeds & Wheat ,, ,, ..	£1-1-3	£1-1-3
,, M'ment cargo, Via Canal ..	.....	.....
,, Seeds and Wheat ,, ...	.....	.....
Havre—M'ment cargo ,, ..	.....	£1-2-6
,, Seeds & Wheat ,, ..	.....	£1-2-6
Antwerp—M'ment cargo ,, ..	£1-3-3	£1-2-6
,, Seeds & Wheat ,, ..	£1-3-3	£1-2-3
Hull ,, ...	.....	.....
Dunkirk ,, ..	£1-3-3	£1-2-3
Trieste & Venice--M'ment cargo ,, ..	£1-5-0 at 2s. Ex.	.....
,, Seeds & Wheat ,, ..	£0-18-9 at 2s. Ex.	.....
Marseilles and Genoa--M'ment cargo, Via Canal ..	....	.....
,, ,, Seeds & Wheat ,, ..	£1-3-3	£1-1-0
China Steamer	.....	.....
Australia	.....	.....

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 18th September.	Eight days ending 25th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 5 1/32d.	1s. 5 1/16d
,, ,, Sight	1s. 5 1/16d.	1s. 5 3/32d.
,, ,, 3 m'ths' ,,	1s. 5 5/32d.	1s. 5 3/16d.
,, ,, 4 ,, ,,	1s. 5 3/16d.	1s. 5 7/32d.
,, ,, 6 ,, ,,	1s. 5¼d.	1s. 5 9/32d.
First-class Credits ... 3 ,, ,,	1s. 5 9/32d.	1s. 5 9/32d.
,, 6 ,, ,,	1s. 5 13/32d.	1s. 5 7/16d.
Documents ... ... 3 ,, ,,	1s. 5 5/16d.	1s. 5 5/16d.
,, 6 ,, ,,	1s. 5 7/16d.	1s. 5 15/32d.
Paris Francs Mercantile Bills... 3 ,, ,,	1·82½	1·82½
,, ... 6 ,, ,,	1·84	1·84
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-6-6	Rs. 22-9-0
Sovereigns	,, 14-2-0	,, 14-2-0
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills	3 per cent.	3 per cent.
,, of Interest on Demand Loans on Govt. Securities.	2 ,,	2 ,,
Rate of Discount in the open Market on Govt. Securities ...	1 ,,	1 ,,
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107⅞	Rs. 107¾
Four-and-a-half per cents. ...	,, 106½	,, 106 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6¾ to 7 lbs. 34-38in. Grey Shrtgs, (per piece)	Rs. 2-10-0 to 3-2-0	Rs. 2-9-0 to 3-2-0
7½ to 8¼ lbs. ,, ,, ,,	,, 3-1-0 to 4-9-0	,, 3-1-0 to 4-9-0
2½ to 3lbs. 28 30 in. Madapollams ,,	,, 1-4-0 to 1-10-6	,, 1-4-0 to 1-10-6
No. 40s Mule Twist, (per lb.) ...	As. 7-6 to 8-3	As. 7-6 to 8-3
No. 30s Water ,, ,, ...	,, 7-3 to 8-3	,, 7-3 to 8-3
Copper Braziers, (in bundles) per cwt	Rs. 42-12-0	Rs. 42-11-0
Yellow Metal, (in cases) ,,	,, 38-2-0	,, 38-2-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 27	Rs. 27½
Staffordshire Bar Iron, ,, ,, ...	,, 30	,, 30
Swedish Bar Iron, ,, ,, ...	,, 39 to 42	,, 39 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14 rdy; 14 fwd, ...	Rs. 14 ready .....
Welsh Hartley Coal, (per ton) ,,		
Cardiff Coal, ,, ,,	Rs. 14¼ rdy.; 14¾ fwd.	Rs. 14½ rdy.; 14¾ fwd.
EXPORTS.		
Cotton— Market (per candy.	Steady.	Steady.
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	.....	.....
Hingunghat, ... Good,..	.....	.....
,, ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine.	.....	.....
,, ,, F.G....	Rs. 174 Ready	Rs. 176 Ready
,, ,, Good...	,, 162 ,,	,, 165 ,,
,, ,, F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 18th September.	Eight days ending 25th September.
EXPORTS.—*contd.*		
COTTON— [Per candy.		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 166 Ready	Rs. 168 Ready
,, ... Good...	,, 156 ,,	,, 157 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 167 Ready	Rs. 168 Ready
,, ... F.G....	,, 154 ,,	,, 155 ,,
,, ... Good...	.....	.....
Dhollera, ... Fine...	.....	.....
,, ... F.G....	Rs. 175 Ready	Rs. 178 Ready
,, ... Good...	,, 165 ,,	,, 168 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 165 Ready	Rs. 167 Ready
,, ... F.G....	,, 151 ,,	,, 153 ,,
,, ... Good...	,, 145 ,,	,, 146 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	Rs. 167 Ready	Rs. 169 Ready
,, ,, ... F.G.F.	.....	.....
Westerns, .. Good..	Rs. 161 Ready	Rs. 164 Ready
,, .. F.G.F.	.....	.....
Gingelly Seed, White (per cwt) ..	.....	.....
,, Mixed ,, ...	.....	.....
Linseed, Bold ,, ..	Rs. 6-11-6 Ready	Rs. 6-11-6 Ready
,, Small Seed ,, ..	,, 6-10-0 ,,	,, 6-10-0 ,,
Rapeseed, Guierat Yellow ,, ..	,, 8-0-0 ,,	,, 8-0-0 ,,
,, Brown Delhi ,, ..	,, 7-0-0 ,,	,, 6-14-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-10-0 ,,	,, 7-10-0 ,,
Poppy Seed ,, ...	,, 6-14-0 ,,	,, 6-14-0 ,,
Groundnuts ,, ..	,, 6-0-6 ,,	,, 6-2-0 ,,
Wheat, White Pessy ,, ..	..... ,, 91 %	,, 5-9-0 Ready Nml. 91 %
	Rs. 5-6-0 ,, 85 ,, N ml.	,, 5-8-0 ,, ,, 85 ,,
,, Khabri Pessy (White) ,, ..	.....	..... There are no stocks
,, Ahmedabad (Soft Red),, ..	.....	..... or arrivals.
,, Laskari ,, ...	.....	.....
,, Hard Yellow ,, ..	Rs. 5-0-6 Ready 75 %	Rs. 5-1-0 Ready 75 %
	,, 4-15-6 ,, 63 ,,	,, 5-0-0 ,, 63 ,,
	,, 4-14-6 ,, 50 ,,	,, 4-15-0 ,, 50 ,,
		,, 4-14-0 ,, 35 ,,
,, Khandwa ,, ..	.....	.....
,, DelhiNo 1, WhitePessy,, ..	Rs. 5-3-6 Ready	Rs. 5-3-9 Ready
,, ,, Red ,, ..	,, 4-13-6 ,,	,, 4-15-0 ,,
,, Bugla or Jeytoo ,, ..	.....	.....
,, Hard Red Khatha ,, ..	Rs. 4-10-6 Ready, Nomi.	,, 4-10-0 Ready
,, Nagpore Khathi ,, ..	,, 4-15-0 ,,	,, 5-0-0 ,,
Opium, (Malwa) per chest, Old ..	,, 1,150 ,,	,, 1,150 ,,
,, ,, ,, New ..	,, 1,100 ,, (Ready)	,, 1,075 ,, (Ready)
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-2-6	£1-1-0
,, Seeds & Wheat.. ...	£1-1-0	£1-0-0
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-5-0
,, Seeds & Wheat ,, ..	£1-0-0	£1-0-0
,, M'ment cargo, Via Canal ..	.....	£1-2-6
,, Seeds and Wheat ,, ..	.....	£1-1-6
Havre—M'ment cargo ,, ..	.....	£1-2-0
,, Seeds and Wheat ,, ..	.....	£1-1-6
Antwerp—M'ment cargo ,, ..	£1-2-6	£1-2-0
,, Seeds & Wheat ,, ...	£1-2-0	£1-1-0
Hull ,, ..	.....	£1-1-0
Dunkirk ,, ..	£1-2-0	£1-1-0
Trieste & Venice—M't. cargo,, ..	.....	.....
,, ,, Seeds & Wheat,, ..	.....	.....
Marseilles and Genoa—M't. cargo Via Canal.	£1-0-0	.....
,, Seeds & Wheat ,, ..	.....	£1-0-0
China Steamer	Rs. 12 *to* 15; Rs. 17 Japan and Shanghai.	Rs. 12 *to* 15; Rs. 17 Japan and Shanghai.
Australia	Rs. 35	Rs. 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 2nd October.	Week ending 9th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 5d.	1s. 4 29/32d.
„ „ Sight	1s. 5 1/32d.	1s. 4 15/16d.
„ „ 3 m'ths' „	1s. 5⅛d.	1s. 5d.
„ „ 4 „ „	1s. 5 5/32d.	1s. 5 1/32d.
„ „ 6 „ „	1s. 5 7/32d.	1s. 5⅛d.
First-class Credits ... 3 „ „	1s. 5 7/32d.	1s. 5 5/32d.
[redacted] „ „ ... 6 „ „	1s. 5⅜d.	1s. 5 5/16d.
Documents ... 3 „ „	1s. 5¼d.	1s. 5 3/16d.
„ ... 6 „ „	1s. 5 13/32d.	1s. 5 11/32d.
Paris Francs Mercantile Bills... 3 „ „	1·81½	1·81
„ „ 6 „ „	1·83	1·82½
On Calcutta Bank Tel. Transfer...	100 1/16	100 3/32
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-9-6	Rs. 22-9-0
Sovereigns	„ 14-1-9	„ 14-2-0
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills.	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	2 „	2 „
Rate of Discount in the open Market on Govt. Securities ...	1 „	1 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cent.	Rs. 106 3/16	Rs. 105¾
Four-and-a-half per cents ...	„ 105	„ 105 Nominal
IMPORTS.		
PIECE GOODS— Market	Quiet.	Quiet.
6½ to 7 lbs 34-38 in. Grey Shrtgs, (per piece)	Rs. 2-9-0 to 3-2-0	Rs. 2-9-0 to 3-2-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-1-0 to 4-10-0	„ 3-0-0 to 4-10-0
2½ to 3lbs. 28-30 in. Madapollams „	„ 1-4-0 to 1-10-6	„ 1-4-0 to 1-10-6
No. 40s. Mule Twist, (per lb.) ...	As. 7-6 to 8-3	As. 7 6 to 8-3
No. 30s. Water, „ „ ...	„ 7-3 to 8-3	„ 7-3 to 8-3
Copper Braziers, (in bundles) per cwt.	Rs. 42-13-0	„ 42-14-0
Yellow Metal, (in cases) per cwt...	„ 38-4-0	Rs. 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28-8-0	„ 29½
Staffordshire Bar Iron, „ „ ...	„ 32	„ 32
Swedish Bar Iron, „ „ ...	„ 39 to 44	„ 39 to 44
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14 rdy.; 14¾ forwd.	Rs. 14½ rdy.; 14½ forwd.
Welsh Hartley Coal, „ „ ...	.....	.....
Cardiff Coal, „ „ ...	Rs. 14½ rdy.; 15½ forwd.	Rs. 15 „ ; 15½ forwd.
EXPORTS.		
COTTON— Market per candy.	Steady.	Steady.
Broach, ... Fine...	Rs. 220 March	Rs. 220 March
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 214 March	Rs. 214 March
Hingunghat ... ... Good...	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine	.....	.....
„ „ F.G....	Rs. 176 Ready	Rs. 178 Ready
„ „ Good...	„ 165 „	„ 165 „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 2nd October.	Week ending 9th October.
EXPORTS—*contd.*		
Cotton— [per candy.		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 170 Ready	Rs. 172 Ready
,, ... Good...	,, 160 ,,	,, 161 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 170 Ready	Rs. 170 Ready
,, ... F.G....	.....	.....
,, ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 205 May	Rs. 200 April-May
,, ... F.G....	,, 180 Ready	,, 181 Ready
,, ... Good...	,, 168 ,,	,, 168 ,,
,, ... F.G.F.	.....	.....
Bengals ... ... Fine...	Rs. 181 January	Rs. 182 January
,, ... F.G....	,, 157 Ready	,, 158 Ready
,, ... Good...	,, 147 ,,	,, 148 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.) ... Good...	Rs. 170 Ready	Rs. 170 Ready
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good	Rs. 165 Ready	Rs. 165 Ready
,, ... F.G.F.	....	....
Gingelly Seed, White (per cwt.)..	....	....
,, Mixed ,, ..	.....	Rs. 8-6-6 Ready
Linseed, Bold ,, ..	Rs. 6-11-0 Ready	,, 6-11-6 ,,
,, Small Seed ,, ..	,, 6-9-6 ,,	,, 6-10-6 ,,
Rapeseed, Gujerat Yellow ,, ..	,, 7-15-0 ,,	,, 7-14-0 ,,
,, Brown Delhi ,, ..	,, 7-0-0 ,,	,, 6-14-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-8-0 ,,	,, 7-12-0 ,,
Poppy Seed ,, ..	,, 6-13-0 ,,	,, 6-13-0 ,,
Groundnuts ,, ..	,, 6-3-0 ,,	,, 6-3-6 ,,
Wheat, White Pessy ,, ..	Rs. 5-9-0 ,, 91 % / ,, 5-8-0 ,, 85 ,,	Rs. 5-13-0 ,, 91 % / ,, 5-10-6 ,, 85 ,,
,, Khabri Pessy (White) ,, ..	....	....
,, Ahmedabad (soft Red),, ..	Rs. 4-14-0 April-May	Rs. 5-1-6 Ready
,, Laskari ,, ..	....	....
,, Hard Yellow ,, ...	Rs. 5-1-0 Ready 75 % / ,, 5-0-0 ,, 63 ,, / ,, 4-15-0 ,, 50 ,,	Rs. 5-3-0 Rdy. 75 % / ,, 5-2-0 ,, 63 % / ,, 5-1-0 ,, 50 % } No sellers.
,, Khandwa ,, ...	....	....
,, Delhi No. 1, White Pessy,,	Rs. 5-3-6 Ready	Rs. 5-5-6 Ready
,, ,, Red ,, ..	,, 4-15-0 ,,	,, 5-1-0 ,,
,, Bugla or Jeytoo ,, ..	....	,, 5-0-0 ,,
,, Hard Red Khatha ,, ..	,, 4-11-0 Ready Nominal	,, 4-12-0 ,,
,, Nagpore Kahthi ,, ..	,, 5-0-0 ,,	,, 5-2-0 ,,
Opium, (Malwa) per chest, Old ..	,, 1,150 ,,	,, 1,150 ,,
,, ,, New ..	,, 1,075 ,,	,, 1,050 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape (per ton of 50 feet).	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-0-0	£1-0-0
,, Seeds & Wheat...	£0-18-0	£0-18-0
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-5-0
,, Seeds & Wheat ,, ..	£1-0-0	£1-0-0
,, M'ment cargo, Via Canal..	£1-0-0	....
,, Seeds and Wheat ,, ..	£0-18-9	....
Havre—M'ment cargo ,, ...	£1-1-3	.....
,, Seeds and Wheat ,, ..	£0-18-9	.....
Antwerp—M'ment cargo ,, ..	£1-0-6	£0-19-0
,, Seeds and Wheat ,, ..	£0-19-6	£0-18-3
Hull ,, ..	£0-19-6	.....
Dunkirk ,, ..	£1-0-0	£0-19-0
Trieste & Venice—M't. cargo,, ..	....	.....
,, ,, Seeds & Wheat ,, .	....	.....
Marseilles and Genoa—M't. cargo Via Canal.	£0-18-9	£0-18-6
,, Seeds & Wheat ,, ..	£0-18-0	£0-18-0
China Steamer	Rs. 12 to 15 ; Rs. 17 Japan and Shanghai	Rs. 12 to 15 ; Rs. 17 Japan and Shanghai
Australia	Rs. 35	Rs. 35 to 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 16th October.	Week ending 23rd October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 29/32d.	1s. 4⅞d.
„ „ Sight	1s. 4 15/16d.	1s. 4 29/32d.
„ „ 3 m'ths' „	1s. 5 1/32d.	1s. 5d.
„ „ 4 „ „	1s. 5 1/16d.	1s. 5 1/32d.
„ „ 6 „ „	1s. 5⅛d.	1s. 5 3/32d.
First-class Credits... 3 „ „	1s. 5 3/16d.	1s. 5⅛d.
„ „ ... 6 „ „	1s. 5 11/32d.	1s. 5 9/32d.
Documents ... 3 „ „	1s. 5 7/32d.	1s. 5 5/32d.
„ ... ... 6 „ „	1s. 5⅜d.	1s. 5 5/16d.
Paris Francs Mercantile Bills... 3 „ „	1·81	1·80½
„ „ 6 „ „	1·82½	1·82
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar. Gold, 100 touch (per tola).	Rs. 22-9-0	Rs. 22-10-0
Sovereigns	„ 14-3-0	„ 14-2-0
RATES OF DISCOUNTS.		
Bank Rate of Dist. on Private Bills.	3 per cent.	3 per cent.
„ of Interest on Demand. Loans on Govt. Securities.	2 „	2 „
Rate of Discount in the open Market on Govt. Securities...	1 „	1 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105 13/16	Rs. 106
Four-and-a-half per cents. ...	„ 105½ Nominal.	„ 105 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Steady.
6½ to 7lbs 34-38in. Grey Shrtgs., (per piece)	Rs. 2-9-0 to 3-2-0	Rs. 2-10-0 to 3-2-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-0-0 to 4-10-0	„ 3-1-0 to 4-10-0
2½ to 3lbs. 28-30 in. Madapollams „ ...	„ 1-4-0 to 1-10-6	„ 1-4-6 to 1-11-0
No. 40s. Mule Twist, (per lb.) ...	As. 7-6 to 8-3	As. 7-6 to 8-3
No. 30s Water „ „ ...	„ 7-3 to 8-3	„ 7-3 to 8-3
Copper Braziers, (in bundles) per cwt..	Rs. 42-13-0	Rs. 42-12-0
Yellow Metal (in cases) per cwt...	„ 38-6-0	„ 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 29½	Rs. 29½
Staffordshire Bar Iron, „ „ ...	„ 33	„ 32
Swedish Bar Iron, „ „ ...	„ 39 to 43	„ 39 to 44
Davison's West Hartley Coal, (per ton alongside).	„ 14¼ ready; 14½ fwd.	Rs. 14½ ready; 14¾ fwd.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, (per ton) „	„ 15½ „ ; 15¾ „	„ 15½ „ ; 16 „
EXPORTS.		
Cotton— Market [per candy.	Quiet.	Quiet.
Broach, ... Fine...	Rs. 217 forward	Rs. 216 forward
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	„ 210 „	Rs. 210 forward
Hingunghat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine	.....	.....
„ „ F.G....	Rs. 182 forward	Rs. 182 forward
„ „ Good...	„ 172 „	„ 172 „
„ „ F.G.F..	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 16th October.	Week ending 23rd October.
EXPORTS—*contd.*		
COTTON— [per candy.		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 178 forward	Rs. 176 forward
,, ... Good..	,, 172 ,,	,, 170 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
,, ... F.G....	.....	.....
,, ... Good..	.....	.....
Dhollera, ... Fine...	.....	Rs. 198 forward
,, ... F.G....	.....	,, 188 ,,
,, ... Good..	.....	,, 178 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine ..	Rs. 177 forward	Rs. 175 forward
,, ... F.G....	,, 165 ,,	,, 162 ,,
,, ... Good..	,, 156 ,,	,, 154 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G), ... Good..	.....	.....
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good..	.....	.....
,, ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)..	Rs. 8-3-0 Ready	.....
,, Mixed ,, ...	,, 7-8-6 forward	Rs. 8-1 6 Ready
Linseed, Bold ,, ..	,, 6-14-0 Ready	,, 6-14-0 ,,
,, Small Seed ,, ..	,, 6-13-0 ,,	,, 6-12-6 ,,
Rapeseed, Gujerat Yellow ,, ..	,, 7-14-0 ,,	,, 7-12-0 ,,
,, Brown Delhi ,, ...	,, 6-14-0 ,,	,, 7-0-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-5-0 forward	,, 7-10-0 ,,
Poppy Seed ,, ..	,, 6-13-0 Ready	,, 6-15-0 ,,
Groundnuts ,, ..	,, 6-3-0 ,,	,, 6-3-6 ,,
Wheat, White Pessy ,, ...	.... 91 % Nomi.	,, 5-12-0 ,, 91 %
,, Khabri Pessy (White) ,, ..	.... 85 ,, ,,	,, 5-11-0 ,, 85 ,,
,, Ahmedabad (Soft Red) ,, ..	.....	.....
,, Laskari ,, ...	Rs. 5-2-0 Ready	Rs. 5-0-0 April-May
,, Hard Yellow ,, ..	.....	.....
	Rs. 5-8-0 75 % Rdy.	Rs. 5-5-0 75 % Ready
	,, 5-7-0 63 ,, ,, Nomi	,, 5-4-0 63 ,, ,,
	,, 5-6-0 50 ,, ,,	,, 5-3-0 50 ,, ,,
,, Khandwa ,, ..	.....	.....
,, DelhiNo.1,WhitePessy,, ..	Rs. 5-6-0 Ready	Rs. 5-4-6 Ready
,, ,, Red ,, ..	,, 5-1-0 ,,	,, 4-14-6 ,,
,, Bugla or Jeytoo ,, ..	.....	.....
,, Hard Red Khatha ,, ..	.....	,, 4-12-0 ,,
,, Nagpore Khathi ,, ...	Rs. 5-2-0 Ready	,, 4-15-0 ,,
Opium, (Malwa) per chest, Old ...	,, 1,150 ,,	,, 1,159 ,,
,, ,, ,, New ...	,, 1,050 ,,	,, 1,050 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet).	£0-19-0	£1-0-0
,, Seeds & Wheat.. ...	£0-18-0	£0-18-9
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-3-9
,, Seeds & Wheat ,, ..	£1-0-0	£0-18-9
,, M'ment cargo. Via Canal..	....	....
,, Seeds and Wheat ,, ..	.....	....
Havre—M'ment cargo ,, ..	.....	£1-1-0
,, Seeds and Wheat ,, ..	.....	£1-1-0
Antwerp—M'ment cargo ,, ..	£0-19-6	£1-0-0
,, Seeds and Wheat ,, ..	£0-18-6	£0-19-6
Hull ,, ...	£1-0-0	£1-0-0
Dunkirk ,, ...	£0-18-0	£1-0-0
Trieste & Venice—M't. cargo,, ..	....	£1-10-0 at 2s. Ex.
,, ,, Seeds & Wheat,, ..	....	.....
Marseilles and Genoa—M't. cargo Via Canal.	....	£0-18-6
,, Seeds & Wheat ,, ..	£0-18-3	£0-18-0
China Steamer	Rs. 12 to 15; 17 Japan and Shanghai.	Rs. 12 to 15; 17 Japan and Shanghai.
Australia	,, 25 to 35	,, 25 to 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 30th October.	Week ending 6th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 27/32d.	1s. 4 21/32d.
„ „ Sight	1s. 4⅛d.	1s. 4 11/16d.
„ „ 3 m'ths' „	1s. 4 31/32d.	1s. 4 25/32d.
„ „ 4 „ „	1s. 5d.	1s. 4 13/16d.
„ „ 6 „ „	1s. 5 3/32d.	1s. 4⅞d.
First-class Credits ... 3 „ „	1s. 5⅛d.	1s. 4⅞d.
„ „ ... 6 „ „	1s. 5 9/32d.	1s. 4 29/32d.
Documents ... 3 „ „	1s. 5 5/32d.	1s. 4 29/32d.
„ ... ... 6 „ „	1s. 5 5/16d.	1s. 4 31/32d.
Paris Francs Mercantile Bills... 3 „ „	1·80¼	1·78¾
„ „ 6 „ „	1·81¾	1·80¼
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-10-6	Rs. 22-12-0
Sovereigns	„ 14-4-0	„ 14-5-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	2 „	2 „
Rate of Discount in the open Market on Govt. Securities ...	1 „	1 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 106 5/16	Rs. 106 5/16
Four-and-a-half per cents. ...	„ 105¾ Nominal.	„ 105½ Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6¼ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 2-10-0 to 3-2-0	Rs. 2-10-0 to 3-2-0
7½ to 8½lbs. „ „ „	„ 3-1-0 to 4-11-0	„ 3-1-0 to 4-11-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-4-6 to 1-11-0	„ 1-4-6 to 1-11-0
No. 40s. Mule Twist, (per lb.) ...	As. 7-6 to 8-3	As. 7-6 to 8-3
No. 30s. Water, „ „ ...	„ 7-3 to 8-3	„ 7-3 to 8-3
Copper Braziers, (in bundles) (per cwt.)	Rs. 42-8-0	Rs. 42-8-0
Yellow Metal, (in cases) (per cwt.)	„ 38	„ 38-2-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 29 to 30	Rs. 29½
Staffordshire Bar Iron, „ „ ...	„ 33 to 34	„ 33
Swedish Bar Iron, „ „ ...	„ 40 to 44	„ 40 to 44
Davison's West Hartley Coal, (per ton) alongside	Rs. 15 ready; 15 fwd.	Rs. 14½ ready; 14¾ fwd.
Welsh Hartley Coal, (per ton) „	Nominal	Nominal
Cardiff Coal, (per ton) „	Rs. 16 ready; 16½ fwd.	Rs. 16 ready; 16¼ fwd.
EXPORTS.		
Cotton— Market	Quiet.	Quiet.
[per candy		
Broach, ... Fine...	Rs. 215 forward	Rs. 210 March.
Do. ... ... F.G. ..	.....	„ 207 „
Do. ... ... Good..	Rs. 209 forward	„ 204 „
Hingunghat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine.	.....	.....
„ „ F.G....	Rs. 182 forward	Rs. 182 Feb.-March
„ „ Good..	„ 172 „	„ 172 „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 30th October.	Week ending 6th November.
EXPORTS—*contd.*		
COTTON—		
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 176 forward.	Rs. 174 Dec.-Jan.
„ ... ... Good..	„ 170 „	„ 167 „
„ ... ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
„ ... ... F.G....	.....	.....
„ ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 195 forward.	Rs. 192 April-May
„ ... ... F.G....	„ 185 „	„ 182 „
„ ... ... Good..	„ 178 „	„ 173 „
„ ... ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 174 forward.	„ 172 Dec.-January
„ ... ... F.G....	„ 162 „	„ 162 „
„ ... ... Good..	„ 154 „	„ 155 „
„ ... ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	.....	.....
„ „ ... F.G.F.	.....	.....
Westerns, ... Good..	....	.....
„ ... ... F.G.F.	....	....
Gingelly Seed, White (per cwt,)..	Rs. 8 3-6 Ready.	Rs. 8-3-6 Ready
„ Mixed „ ..	„ 7-10-0 „	„ 7-8-0 „
Linseed, Bold „ ..	„ 7-0-0 „	„ 7-1-0 „
„ Small Seed „ ..	„ 6-14-6 „	„ 7-0-0 „
Rapeseed, Gujerat Yellow „ ..	„ 7-11-0 „	„ 7-10-0 „
„ Brown Delhi „ ...	„ 6-15-0 „	„ 6-15-0 „
„ Yellow Cawnpore „ ..	„ 7-2-0 „	„ 7-6-0 „
Poppy Seed „ ..	„ 7-0-0 „	„ 6-15-3 „
Groundnuts „ ..	„ 6-3-0 „	„ 6-2-6 „
Wheat, White Pessy , ...	{ Rs. 5-10-6 „ 91 %	„ 5-11-0 „ 91 %
„ Khabri Pessy (White) „ ..	{ „ 5-9-6 „ 85 „	„ 5-10-0 „ 85 „
„ Ahmedabad (Soft Red) „ ...	.....	.....
„ Laskari „ ..	Rs. 5-0-0 April-May	Rs 5-0-6 April-May
	..	..
„ Hard Yellow „ ..	{ Rs. 5-3-0, 75 % Ready	Rs. 5-3-0, 75 % Ready
	{ „ 5-2-0, 63 „ „	„ 5-2-0, 63 „ „
	{ „ 5-1-0, 50 „ „	„ 5-1-0, 50 „ „
„ Khandwa „ ..	.....	.....
„ Delhi No. I, White Pessy, ..	Rs. 5-4-6 Ready	Rs. 5-5-6 Ready
„ „ Red „ ..	„ 4-15-6 „	„ 5-0-0 „
„ Bugla or Jeytoo „ ...	.....	.....
„ Hard Red Khatha „ ..	....	....
„ Nagpore Khathi „ ..	Rs. 5-0-0 Ready	Rs. 5-0-6 Ready
Opium, (Malwa) per chest. Old ..	„ 1,150 „	„ 1,165 „
„ „ „ New ..	„ 1,055 „	„ 1,075 „
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape; (per ton of 50 feet)	Nil.	Nil.
„ „ „ Suez Canal, (per ton of 40 feet).	£1-0-0	£1-3-6
„ Seeds & Wheat.. ...	£0-19-0	£1-3-6
London—M'ment cargo, P. & O. Co.	£1-3-9	£1-3-9
„ Seeds & Wheat „ ..	£0-18-9	£0-18-9
„ M'ment cargo, Via Canal..	.....	....
„ Seeds and Wheat „ ..	.....	....
Havre—M'ment cargo „ ...	£1-2-0	.....
„ Seeds and Wheat „ ..	£1-2-0	.....
Antwerp—M'ment cargo „ ..	£1-2-6	£1-3-9
„ Seeds and Wheat „ ..	£1-1-3	£1-3-9
Hull „ ..	£1-2-0	£1-4-0
Dunkirk „ ..	£1-2-0	£1-3-9
Trieste & Venice—M't. cargo, „ ...	....	£1-12-6 at 2s. Ex.
„ „ Seed & Wheat „ ..	.. ..	.....
Marseilles and Genoa—M't. cargo Via Canal.	£0-18-9	.....
„ „ Seeds & Wheat „ ..	£0-18-3	.....
China Steamer	Rs. 12 to 15; Rs. 17 Japan and Shanghai.	Rs. 12 to 15; Rs. 17 Japan and Shanghai.
Australia	Rs. 25 to 35	Rs. 25 to 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th November.	Week ending 20th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 11/16d.	1s. 4 21/32d.
„ „ Sight.	1s. 4 23/32d.	1s. 4 11/16d.
„ „ 3m'ths' „	1s. 4 13/16d.	1s. 4 25/32d.
„ „ 4 „ „	1s. 4⅞d.	1s. 4 13/16d.
„ „ 6 „ „	1s. 4 15/16d.	1s. 4⅞d.
First-class Credits... 3 „ „	1s. 4 15/16d.	1s. 4 29/32d.
„ „ 6 „ „	1s. 5 3/32d.	1s. 5 1/16d.
Documents „ 3 „ „	1s. 4 31/32d.	1s. 4 15/16d.
„ „ 6 „ „	1s. 5⅛d.	1s. 5 3/32d.
Paris Francs Mercantile Bills... 3 „ „	1·78½	1·78
„ „ 6 „ „	1·80	1·79½
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32d.
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-13-0	Rs. 23-0-0
Sovereigns	„ 14-5-6	„ 14-5-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	2 „	2 „
Rate of Discount in the Open Market on Govt. Securities ...	1 „	1 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 106 7/16	Rs. 106⅞
Four-and-a-half per cents. ...	„ 105½ Nominal.	„ 105¾ Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6½ to 7lbs. 34-38in. Grey Shrgts. (per piece)	Rs. 2-10-0 to 3-2-0	Rs. 2-10-0 to 3-2-0
7½ to 8¼ lbs. „ „ „	„ 3-1-0 to 4-11-0	„ 3-1-0 to 4-11-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-4-6 to 1-11 0	„ 1-4-6 to 1-11-0
No. 40s. Mule Twist, (per lb.) ...	As. 7-6 to 8-3	As. 7-6 to 8-3
No. 30s. Water, „ „ ...	„ 7-3 to 8-3	„ 7-3 to 8-3
Copper Braziers, (in bundles) per cwt.	Rs. 42-2-0	Rs. 42-6-0
Yelow Metal, (in cases) per cwt..	„ 37-12-0	„ 37-14-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 30	Rs. 30
Staffordshire Bar Iron, „ „ ...	„ 33	„ 33
Swedish Bar Iron, „ „ ...	„ 40 to 44	„ 40 to 44
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14½ rdy.; 14½ forwd.	Rs. 14½ rdy.; 14¼ forwd.
Welsh Hartley Coal, (per ton) „	Nominal.	Nominal.
Cardiff Coal, (per ton) „	Rs. 16¼ rdy.; 16 forwd.	Rs. 16½ rdy.; 15¾ forwd.
EXPORTS.		
Cotton— Market	Very Quiet.	{ Exporters doing little or nothing; speculators operating freely.
[per candy.		
Broach, ... Fine...	Rs. 206 Feb.-March	Rs. 208 Feb.-March
Do. ... ... F.G....	„ 203 „	„ 205 „
Do. ... ... Good..	„ 200 „	„ 203 „
Hingunghat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine.	.....	.....
„ „ F.G....	Rs. 175 Feb.-March	Rs. 173 Feb.-March
„ „ Good..	„ 165 „	„ 165 „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 7th November.	Week ending 14th November.
EXPORTS—*contd.*		
Cotton— [per candy		
Khandeish, ... Fine..	.....	.....
,, ... F.G....	Rs. 168 Dec.-Jan.	Rs. 168 Dec.-Jan.
,, ... Good..	,, 161 ,,	,, 162 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	Rs. 171 March
,, ... F.G....	.....	.....
,, ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 190 April-May	Rs. 192 April-May
,, ... F.G....	,, 181 ,,	,, 182 ,,
,, ... Good..	,, 172 ,,	,, 172 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 172 Dec.-Jan.	Rs. 174 Dec.-Jan.
,, ... F.G....	,, 160 ,,	,, 163 ,,
,, ... Good..	,, 154 ,,	,, 156 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	Rs. 175 April-May	.....
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good...	.....	....
,, ... F.G.F..	.....	
Gingelly Seed, White (per cwt.)	Rs. 7-14-0 Ready	Rs. 8-0-0 Ready
,, Mixed ,, ...	,, 7-8-0 ,,	,, 7-9-0 ,,
Linseed, Bold ,, ..	,, 7-0-6 ,,	,, 7-1-0 ,,
,, Small Seed ,, ...	,, 6-15-6 ,,	,, 7-0-0 ,,
Rapeseed, Gujerat Yellow ,, ...	,, 7-10-0 ,,	,, 7-10-0 ,,
,, Brown Delhi ,, ..	,, 6-15-0 ,,	,, 6-15-0 ,,
,, Yellow Cawnpore ,, ...	,, 7-6-0 ,,	,, 7-5-6 ,,
Poppy Seed ,, ..	,, 6-15-0 ,,	,, 7-0-0 ,,
Groundnuts ,, ..	,, 6-2-0 ,,	,, 6-3-0 ,,
Wheat, White Pessy ,, ..	Rs. 5-13-0 ,, 91 %	,, 5-14-0 ,, 91 %
	,, 5-12-0 ,, 85 ,,	,, 5-13-0 ,, 85 ,,
,, Khabri Pessy (White) ,, ..	....	....
,, Ahmedabad (Soft Red) ,, ..	Rs. 5-2-6 Ready	Rs. 5-3-6 April-May
,, Laskari ,, ..	....	....
,, Hard Yellow ,, ..	Rs. 5-4-6, 75 % Ready	Rs. 5-8-0, 75 % Ready
	,, 5-3-6, 63 ,, ,,	,, 5-7-0, 63 ,, ,,
	,, 5-2-6, 50 ,, ,,	,, 5-6-0, 50 ,, ,,
,, Khandwa ,, ...	....	....
,, Delhi No. 1, White Pessy ,, ...	Rs. 5-7-0 Ready	Rs. 5-6-6 Ready
,, ,, Red ,, ..	,, 5-1-6 ,,	,, 5-1-6 ,,
,, Bugla or Jeytoo ,, ..	.....	....
,, Hard Red Khatha ,, ..	....	Nominal.
,, Nagpore Khathi ,, ..	Rs. 5-2-0 Ready	Rs. 5-2-6 Ready
Opium, (Malwa) per chest, Old ..	,, 1,160 ,,	,, 1,155 ,,
,, ,, ,, New ..	,, 1,070 ,,	,, 1,085 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-5-0	£1-5-0
,, seeds & Wheat.. ..	£1-5-0	£1-4-0
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-5-0
,, Seeds & Wheat ,, ..	£1-1-3	£1-1-3
,, M'ment cargo, Via Canal..	....	....
,, Seeds and Wheat ,, ...	.....	....
Havre—M'ment cargo ,, ..	....	£1-5-0
,, Seeds and Wheat ,, ..	....	.....
Antwerp—M'ment cargo ,, ..	£1-5-0	.....
,, Seeds and Wheat ,, ..	£1-5-0	....
Hull ,, ..	....	....
Dunkirk ,, ...	£1-5-0	£1-4-0
Trieste & Venice—M't. cargo,, ..	.....	£1-7-6 at 2s. Ex.
,, ,, Seed & Wheat,, ..	....	£0-17-6 at 2s. Ex.
Marseilles—M't. cargo Via Canal ..	.....	.....
,, Seeds & Wheat ,, ..	£1-2-6	.....
China Steamer	Rs. 12; Rs. 17 Japan and Shanghai	Rs. 12; Rs. 17 Japan and Shanghai
Australia	Rs. 25 to 35	Rs. 25 to 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th November.	Week ending 4th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 19/32d.	1s. 4 21/32d.
,, ,, Sight	1s. 4⅝d.	1s. 4 11/16d.
,, ,, 3m'ths' ,,	1s. 4 23/32d.	1s. 4 25/32d.
,, ,, 4 ,, ,,	1s. 4¾d.	1s. 4 13/16d.
,, ,, 6 ,, ,,	1s. 4 13/16d.	1s. 4⅞d.
First-class Credits... 3 ,, ,,	1s. 4 27/32d.	1s. 4 29/32d.
,, ,, ... 6 ,, ,,	1s. 5d.	1s. 5 1/32d.
Documents ... 3 ,, ,,	1s. 4⅞d.	1s. 4 15/16d.
,, ... 6 ,, ,,	1s. 5 1/32d.	1s. 5 1/16d.
Paris Francs Mercantile Bills... 3 ,, ,,	1·77¼	1·78
,, ,, 6 ,, ,,	1·78¾	1·79½
On Calcutta Bank Tel. Transfer .	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-0-0	Rs. 22-13-6
Sovereigns	,, 14-6-6	,, 14-5-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	3 per cent.	3 per cent.
,, of Interest on Demand Loans on Govt. Securities.	2 ,,	2 ,,
Rate of Discount in the open Market on Govt. Securities ...	1 ,,	2 ,,
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107 1/16	Rs. 107⅛
Four-and-a-half per cents ...	,, 105½ Nominal.	,, 105½ Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6¼ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 2-10-0 to 3-2-0	Rs. 2-10-0 to 3-2-0
7½ to 8¼lbs. ,, ,, ,,	,, 3-1-0 to 4-11-0	,, 3-1-0 to 4-12-0
2⅓ to 3lbs. 28-30in. Madapollams ,,	,, 1-4-6 to 1-11-0	,, 1-4-6 to 1-11-0
No. 40s. Mule Twist, (per lb.) ...	As. 7-6 to 8-3	As. 7-6 to 8-3
No. 30s. Water ,, ,, ...	,, 7-3 to 8-3	,, 7-3 to 8-3
Copper Braziers, (in bundles) per cwt....	Rs. 42-4-0 to 42-6-0	Rs. 42-0-0
Yellow Metal, (in cases) ,, ...	,, 37-8-0 to 37-10-0	,, 37-4-0 to 37-6-0
Welsh Bar Iron, (per cdy. of 746½lbs.)	Rs. 30	Rs. 29⅓
Staffordshire Bar Iron, ,, ,, ...	,, 33	,, 32
Swedish Bar Iron, ,, ,, ...	,, 40 to 44	,, 40 to 45
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14½ Ready ,, 14½ Forward.	Rs. 14½ Ready. ,, 14¼ Forward.
Welsh Hartley Coal, (per ton) ,,	Nominal.	Nominal.
Cardiff Coal, (per ton) ,,	Rs. 16¼ Ready ; 16 Fwd.	Rs. 18 Ready ; 16½ Fwd.
EXPORTS.		
Cotton— Market [per candy.	Quiet.	Quiet.
Broach, ... Fine...	Rs. 209 Feb.-March.	Rs. 204 Feb.-March.
Do. ... ... F.G....	,, 206 ,,	,, 202 ,,
Do. ... ... Good...	,, 203 ,,	,, 198 ,,
Hingunghat ... ... Good...	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine.	.....	.....
,, ,, F.G....	Rs. 173 Feb.-March	Rs. 170 Feb.-March
,, ,, Good...	,, 165 ,,	,, 160 ,,
,, ,, F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 27th November.	Week ending 4th December.
EXPORTS—*contd.*		
Cotton— [per candy.		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 168 Dec.-Jan.	Rs. 164 Jan.-Feb.
,, ... Good...	,, 162 ,,	,, 158 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 170 Dec.-Jan.	.....
,, ... F.G....	.....	.....
,, ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 192 April-May	Rs. 190 April-May
,, ... F.G....	,, 182 ,,	,, 179 ,,
,, ... Good...	,, 172 ,,	,, 168 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 173 Dec.-Jan.	Rs. 173 Dec.-Jan.
,, ... F.G....	,, 165 ,,	,, 163 ,,
,, ... Good...	,, 157 ,,	,, 156 ,,
,, ... F.G.F.	.....	.....
Dharwar, (S.G.) ... Good...	.....	.....
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good...	.....	.....
,, ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-3-0 Ready	Rs. 8-5-6 Ready
,, Mixed ,, ..	,, 7-12-0 ,,	,, 7-15-0 ,,
Linseed, Bold ,, ..	,, 7-1-0 ,,	,, 7-0-6 ,,
,, Small Seed ,, ..	,, 7 0-0 ,,	,, 6-15-6 ,,
Rapeseed, Gujerat Yellow ,, ..	,, 7-10-0 ,,	,, 7-12-0 ,,
,, Brown Delhi ,, ..	,, 6-15-0 ,,	,, 6-15-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-6-0 ,,	,, 7-6-0 ,,
Poppy Seed ,, ..	,, 6-15-0 ,,	,, 7-0-6 ,,
Groundnuts ,, ..	,, 6-7-6 ,,	,, 6-9-6 ,,
Wheat, White Pessy ,, ..	Rs 5-12-0 ,, 91 % Nomi.	Rs. 5-14-0 ,, 91 % Nom
,, Khabri Pessy (White) ,, ..	,, 5-11-0 ,, 85 ,, ,,	,, 5-13-0 ,, 85 ,, ,,
,, Ahmedabad (Soft Red) ,, ..	.....	.....
,, Laskari ,, ..	.....	.....
	.....	.....
,, Hard Yellow ,, ..	Rs. 5-10-0 Ready 75 %	Rs. 5-11-6 Ready 75 %
	,, 5-9-0 ,, 63 ,,	,, 5-10-0 ,, 63 ,,
	,, 5-8-0 ,, 50 ,,	,, 5-8-6 ,, 50 ,,
,, Khandwa ,, ..	.....	.....
,, Delhi No. 1, White Pessy, ..	Rs. 5-6-0 Ready	Rs. 5-6-3 Ready
,, ,, Red ,, ..	,, 5-1-0 ,,	,, 5-1-6 ,,
,, Bugla or Jeytoo ,, ..	.....	.....
,, Hard Red Khatha ,, ..	.....	.....
,, Nagpore Khathi ,, ..	.....	Rs. 5-1-6 Ready
Opium, (Malwa) per chest, Old ..	Rs. 1,150 Ready	,, 1,150 ,,
,, ,, New ..	,, 1,080 ,,	,, 1,085 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-3 0	£1-3-9
,, Seeds & Wheat	£1-3-0	£1-2 6
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-5-0
,, Seeds & Wheat ,, ..	£1-3-9	£1-1-3
,, M'ment cargo, Via Canal ..	....	....
,, Seeds and Wheat ,, ..	.....	.....
Havre—M'ment cargo ,, ..	£1-5-0	.....
,, Seeds and Wheat ,, ..	£1-5-0	....
Antwerp—M'ment cargo ,, ..	£1-3-0	£1-3 0
,, Seeds and Wheat ,, ..	£1-2-6	£1-2-0
Hull ,, ..	£1-3-0	£1-2-6
Dunkirk ,, ..	....	....
Trieste & Venice—M't. cargo,, ..	.....	£1-10-0 at 2s. Ex.
,, ,, Seeds & Wheat,, ..	.. ...	....
Marseilles and Genoa—M't cargo Via Canal.	£1-1-6	£1-2-6
,, ,, Seeds & Wheat,, ..	£1-2-0	£1-1-6
China Steamer	Rs. 12; Rs. 17 Japan and Shanghai.	Rs. 12; Rs. 17 Japan and Shanghai.
Australia .. .. ,,	Rs. 25 to 35	Rs. 25 to 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 11th December.	Week ending 18th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4⅛d.	1s. 4 19/32d.
„ „ Sight	1s. 4 21/32d.	1s. 4⅛d.
„ „ 3m'ths' „	1s. 4 23/32d.	1s. 4 23/32d.
„ „ 4 „ „	1s. 4⅛d.	1s. 4⅛d.
„ „ 6 „ „	1s. 4 13/16d.	1s. 4 13/16d.
First-class Credits ... 3 „ „	1s. 4 27/32d.	1s. 4 13/16d.
„ „ ... 6 „ „	1s. 4 31/32d.	1s. 4 15/16d.
Documents ... 3 „ „	1s. 4⅞d.	1s. 4 27/32d.
„ ... ... 6 „ „	1s. 5d.	1s. 4 31/32d.
Paris Francs Mer'tile Bills, 3 „ „	1·77¼	1·77
„ „ 6 „ „	1·78⅜	1·78½
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	218	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-15-6	Rs. 22-15-0
Sovereigns	„ 14-4-9	„ 14-4-6
RATES OF DISCOUNT.		
Bank Rate on Disct. on Private Bil's.	3 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	2 „	3 „
Rate of Discount in the open Market on Govt. Securities ...	1 „	1 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107⅜	Rs. 107⅛
Four-and-a-half per cents. ...	„ 105½ Noml.	„ 105½ Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 2-10-0 to 3-2-0	Rs. 2.10-0 to 3.2-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-1-0 to 4-12-0	„ 3-1-0 to 4-12-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-4-0 to 1-11-0	„ 1-4-0 to 1-11-0
No. 40s. Mule Twist, (per lb.) ...	As. 7-6 to 8-3	As. 7-6 to 8-3
No. 30s. Water „ „ ...	„ 7-3 to 8-3	„ 7-3 to 8-3
Copper Braziers, (in bundles) per cwt.	Rs. 43-0-0	Rs. 43-8-0
Yellow Metal, (in cases) per cwt.	„ 37-10-0	„ 37-10-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 29½	Rs. 27 to 28
Staffordshire Bar Iron, „ „ ...	„ 31 to 32	„ 29 to 30
Swedish Bar Iron, „ „ ...	„ 40 to 44	„ 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14 Rdy.; Rs. 14 fwd.	Rs. 14 Rdy.; Rs.14 fwd.
Welsh Hartley Coal, (per ton) „	„ 13¼ „ ; „ 13¼ „	... ; „ 14¼ „
Cardiff Coal, (per ton) „	Rs. 14¼ to 16½ Rdy.; Rs. 14 to 15¾ Forwed.	„ 16¼ „ ; „ 15¾ „
EXPORTS.		
Cotton— Market [per candy.	Very Quiet.	Very Quiet.
Broach, ... Fine...	Rs. 205 Feby.-March	Rs. 200 Feby.-March.
Do. ... ... F G....	„ 202 „ „	„ 198 „ „
Do. ... ... Good..	„ 199 „ „	„ 195 „ „
Hingunghat ... ... Good..	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine.	.....	.....
„ „ F.G....	Rs. 170 Feby.-March.	Rs. 162 Feby.-March.
„ „ Good...	„ 160 „	„ 157 „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 11th December.	Week ending 18th December.
EXPORTS—*contd.*		
COTTON— [per candy..		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 164 Jan.-Feby.	Rs. 165 Jany.-Feby.
,, ... Good,.	,, 158 ,,	,, 160 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	.....	.....
,, ... F.G....	.....	.....
,, ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 187 April-May	Rs. 180 April-May
,, ... F.G....	,, 177 ,,	,, 171 ,,
,, ... Good..	,, 165 ,,	,, 165 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 172 Ready	,, 170 January
,, ... F.G....	,, 162 ,,	,, 160 ,,
,, ... Good..	,, 157 January	,, 153 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good..	.....	.....
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good.	.....	Rs. 175 May-June
,, ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-8-0 Ready.	Rs. 8-6-6 Ready
,, Mixed ,, ...	,, 8-3-6 ,,	,, 8-1-6 ,,
Linseed, Bold ,, ..	,, 7-1-3 ,,	,, 7-0-0 ,,
,, Small Seed ,, ..	,, 7-0-3 ,,	,, 6-13-6 ,,
Rapeseed, Gujerat Yelow ,, ...	,, 7-12-0 ,,	,, 7-12-0 ,,
,, Brown Delhi ,, ..	,, 6-15-0 ,,	,, 6-14-0 ,,
,, Yelow Cawnpore ,, ...	,, 7-6-0 ,,	,, 7-6-0 ,,
Poppy Seed ,, ..	,, 7-6-0 ,,	,, 7-6-0 ,,
Groundnuts ,, ...	...	,, 6-14-0 ,,
Wheat, White Pessy ,, ...	Rs. 5-12-6, Ready 91 %	,, 5-10-0, ,, 91 %
,, Khabri Pessy (White) ,, ..	,, 5-11-6, ,, 85 ,,	,, 5-9-0, ,, 85 ,,
,, Ahmedabad (SoftRed),, ..	.....	.....
,, Laskari ,, ..	....	.....
,, Hard Yellow ,, ..	.....	Rs. 5-5-6
	Rs.5-11-6.Rdy.75% Noml.	Rs. .... Ready 75 %
	,, 5-10-6, ,, 63,, ,,	,, 5-11-3 ,, 63 ,,
	,, 5-9-6, ,,50 ,, ,,	,, 5-9-0 ,, 50 ,,
,, Khandwa ,, ..	....	.....
,, DelhiNo.1,WhitePessy,, ..	Rs.5-5-6 Rdy.	Rs. 5-5-6 Ready.
,, ,, Red ,, ..	,, 5-1-6 ,,	,, 5-2-6 ,,
,, Bugla or Jeytoo ,, ..	....	....
,, Hard Red Khatha ,, ..	.....	,, 4-15-0 Ready.
,, Nagpore Khathi ,, ..	Rs. 5-1-0 Ready	,, 5-0-0 ,,
Opium, (Malwa) per chest, Old ..	,, 1,160 ,,	,, 1,150 ,,
,, ,, ,, New ..	,, 1,075 ,,	,, 1,100 ,,
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape. (per ton of 50 feet.)	Nil.	Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet.)	£1-3-0	£1-3-9
,, Seeds & Wheat.. ...	£1-2-6	£1-2-6
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-5-0
,, Seeds & Wheat ,, ..	£0-18-9	£1-1-3
,, M'ment cargo, Via Canal..	.. ...	.....
,, Seeds and Wheat ,, ..	.....	....
Havre—M'ment cargo ,, ...	....	....
,, Seeds and Wheat ,, ...	....	....
Antwerp—M'ment cargo ,, ..	£1-2-6	.....
,, Seeds and Wheat ,, ..	£1-1-6	....
Hull ,, ...	£1-2-6	....
Dunkirk ,, ..	.. ..	£1 2-6
Trieste & Venice—M't. cargo,, ..	£1-10-0 at 2s. Ex.	£1-10-0 at 2s. Ex.
,, ,, Seeds & Wheat ,, ..	....	....
Marseilles and Genoa—M't. cargo Via Canal.	£1-2-0	£1-2-0
,, ,, Seeds & wheat ,, ..	£1-2-0	£1-1-0
China Steamer	Rs. 12; Rs. 17 Japan and Shanghai	Rs. 12; Rs. 17 Japan and Shanghai
Australia	,, 25 to 35	,, 25 to 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 24th December.	Week ending 30th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 4 19/32d.	1s. 4 19/32d.
„ „ Sight	1s. 4⅝d.	1s. 4⅝d.
„ „ 3m'ths' „	1s. 4 11/16d.	1s. 4 23/32d.
„ „ 4 „ „	1s. 4 23/32d.	1s. 4¾d.
„ „ 6 „ „	1s. 4 25/32d.	1s. 4 13/16d.
First-class Credits... 3 „ „	1s. 4 25/32d.	1s. 4 13/16d.
„ „ ... 6 „ „	1s. 4 15/16d.	1s. 4 15/16d.
Documents ... 3 „ „	1s. 4 13/16d.	1s. 4 27/32d.
„ ... ... 6 „ „	1s. 4 31/32d.	1s. 4 31/32d.
Paris Francs Mercantile Bills... 3 „ „	1·76¾	1·77
„ „ 6 „ „	1·78¼	1·78½
On Calcutta Bank Tel. Transfer...	100 3/32	100⅛
On China M.r'tile Bills, 60 days' Sight.	218½	218
Eng. Bar Gold, 100 touch (per tola)	Rs. 23-0-0	Rs. 23-0-0
Sovereigns	„ 14-4-3	„ 14-5-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities	3 „	3 „
Rate of Discount in the Open Market on Govt. Securities ...	1 „	2 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four-per cents.	Rs. 106 13/16	Rs. 106 13/16
Four-and-a-half per cents. ...	„ 105½ Noml.	„ 105¼ nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 2-10-0 to 3-2-0	Rs. 2-10-0 to 3-2-0
7½ to 8¼ lbs. „ „ „	„ 3-1-0 to 4-12-0	„ 3-1-0 to 4-11-0
2½ to 3lbs. 28-30 in. Madapollams „	„ 1-3-6 to 1-10-0	„ 1-3-0 to 1-10-0
No. 40s. Mule Twist, (per lb.) ...	As. 7-6 to 8-3	As. 7-6 to 8-3
No. 30s. Water „ „ ...	„ 7-3 to 8-3	„ 7-3 to 8-3
Copper Braziers, (in bundles) (per cwt)	Rs. 43-8-0	Rs. 44
Yellow Metal, (in cases) (per cwt.)	„ 37-10-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 29½	Rs. 29
Staffordshire Bar Iron, „ „ ...	„ 32	„ 31
Swedish Bar Iron, „ „ ...	„ 40 to 44	„ 40 to 43
Davison's West Hartley Coal, (per ton) alongside.	Rs.14 rdy.; 13¾ fwd.	Ready } Rs. 13¾ fwd. Nnoml }
Welsh Hartley Coal, (per ton) „	Noml.; Rs. 14½ „	„ ; „ 14½ „
Cardiff Coal, (per ton) „	Rs. 17 rdy.; 15½ „	Rs. 17 rdy.; 15½ „
EXPORTS.		
Cotton— Market [per candy.	Quiet.	Dull.
Broach, ... Fine...	Rs. 203 Feb.-March.	Rs. 201 Feb.-March.
Do. ... ... F.G....	„ 200 „ „	„ 198 „ „
Do. ... ... Good..	„ 197 „ „	„ 196 „ „
Hingunghat ... ... Good. .	.....	.....
Do. ... ... F.G....	.....	.....
Oomrawuttee, Good staple, Fine	.....	.....
„ „ F.G....	Rs. 169 Jany.-Feby.	Rs. 170 Feby. March.
„ „ Good...	„ 159 „ „	„ 160 „ „
„ „ F.G.F.	.....	.....

mittee of the Chamber of Commerce during the Year 1891—*contd.*

Quotations.	Week ending 24th December.	Week ending 30th December.
EXPORTS—*contd.*		
Cotton— [per candy		
Khandeish, ... Fine...	.....	.....
,, ... F.G....	Rs. 165 Forward	Rs. 164 Jan.-Feb.
,, ... Good...	,, 160 ,,	,, 159 ,,
,, ... F.G.F.	.....	.....
Belatee, ... Fine...	Rs. 165 Jan.-Feb.	.....
,, ... F.G....	,, 158 ,, ,,	.....
,, ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 184 April-May	Rs. 183 April-May
,, ... F.G....	,, 174 ,, ,,	,, 173 ,,
,, ... Good...	,, 167 ,, ,,	,, 166 ,,
,, ... F.G.F.	.....	.....
Bengals, ... Fine...	Rs. 173 Jan.	Rs. 171 Jan.-Feb.
,, ... F.G....	,, 163 ,,	,, 161 ,,
,, ... Good...	,, 157 ,,	,, 155 ,,
,, ... F.G.F.	.....	.....
Dharwar (S.G.), ... Good...	.....	.....
,, ,, ... F.G.F.	.....	.....
Westerns, ... Good..	Rs. 174 May-June	Rs. 174 May-June
,, ... F.G.F.	.....	.....
Gingelly Seed, White (per cwt.)	Rs. 8-1-0 Ready	Rs. 8-3-6 Ready
,, Mixed ,, ..	,, 7-14-6 ,,	,, 7-14-0 ,,
Linseed, Bold ,, ..	,, 6-14-6 ,,	,, 6-14-0 ,,
,, Small Seed ,, ..	,, 6-12-0 ,,	,, 6-11-0 ,,
Rapeseed, Gujerat Yellow ,, ..	,, 7-12-0 ,,	,, 7-11-0 ,,
,, Brown Delhi ,, ..	,, 6-11-0 ,,	,, 6-15-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-6-0 ,,	,, 7-5-6 ,,
Poppy Seed ,, ..	,, 7-4-6 ,,	,, 7-4-6 ,,
Groundnuts ,, ..	,, 6-13-0 Forward	,, 7-0-0 Forward
Wheat White Pessy ,, ..	Rs. 5-11-6, ready 91 % ,, 5-10-0, ,, 85 ,,	,, 5-10-6 Ready 91 % ,, 5-9-3 ,, 85 ,,
,, Khabri Pessy (White) ,, ..	.....	.....
,, Ahmedabad (Soft Red) ,, ..	Rs. 5-3-6 Forward.	Rs. 5-2-0 Forward
,, Laskari ,, ..	.....	.....
,, Hard yellow ,, ..	Rs. 5-11-6 Ready 63 % ,, 5-9-0 ,, 50 ,, ,, 5-7-9 ,, 35 ,,	Rs. 5-11-0 Ready 63 % ,, 5-9-0 ,, 50 ,, ,, 5-7-6 ,, 35 ,,
,, Khandwa ,, ..	.....	.....
,, Delhi No. 1, White Pessy, ..	Rs. 5-4-6 Ready	Rs. 5-4-6 Ready
,, ,, Red ,, ..	,, 5-1-6 ,,	,, 5-1-6 ,,
,, Bugla or Jeytoo ,, ...	.....	.....
,, Hard Red Khatha ,, ...	,, 4-15-3 ,,	Rs. 4-14-6 Ready
,, Nagpore Khathi ,, ..	,, 4-15-6 ,,	,, 4-15-6 ,,
Opium, (Malwa) per chest, Old ..	,, 1,150 ,,	,, 1,160 ,,
,, ,, ,, New ...	,, 1,100 ,,	,, 1,085 ,,
FREIGHTS.		
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Ready Nil.	(Ready) Nil.
,, ,, ,, Suez Canal, (per ton of 40 feet).	£1-3-9	£1-2-6
,, Seeds & Wheat.. ..	.....	£1-1-0
London—M'ment cargo, P. & O Co.	£1-5-0	£1-5-0
,, Seeds & Wheat ,, ..	£1-1-3	£1-1-3
,, M'ment cargo, Via Canal..	.. ..	£1-5-0
,, Seeds and Wheat ,, ...	.....	£1-1-6
Havre—M'ment cargo ,, ..	.....	£1-2-6
,, Seeds, and Wheat ,, ..	.....	£1-1-6
Antwerp—M'ment cargo ,, ...	.....	£1-2-0
,, Seeds and Wheat ,, ..	.....	£1-2-0
Hull ,, ..	.....	£1-2 0
Dunkirk ,, ..	.....	£1-2-9
Trieste & Venice—M't. cargo,, ..	£1-10-0 at 2s. Ex,	£1-12-6 at 2s. Ex.
,, ,, Seeds & Wheat,, ..	£1-2-6 at 2s. Ex.	£1-2 6 at 2s. Ex.
Marseilles and Genoa—M't. cargo Via Canal.	£1-2-6	£1-1-6
,, Seeds & Wheat ,, ..	.....	£1-1 0
China Steamer	Rs. 12; Rs. 17 Japan and Shanghai.	Rs. 12; Rs. 17 Japan and Shanghai.
Australia	Rs. 25 to 35	Rs. 25 to 35

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.

From 1st to 9th January 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
	Rs.	Rs.	Rs.	Rs.
United Kingdom—				
London	10,77,238	5,460	14,87,410	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	65,625	1,73,000	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	21,650	44,086	.....	1,44,971
Total	10,98,888	1,15,171	16,60,410	1,44,971

From 10th to 16th January 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
	Rs.	Rs.	Rs.	Rs.
United Kingdom—				
London	6,90,833	13,500	1,30,017	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	1,430	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	4,67,220	1,30,000	.....	.....
China—				
Hongkong and Shanghai	1,01,053	6,500	.....	.....
Other Ports	14,400	4,22,093	4,655	2,39,350
Total	12,73,506	5,73,523	1,34,672	2,39,350

From 17th to 23rd January 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
	Rs.	Rs.	Rs.	Rs.
United Kingdom—				
London	3,98,633	26,000	9,10,076	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	1,73,200	.....
United States—				
San Francisco and New York	.....	.....	1,38,100	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	21,275	.....	.....	.....
Other Ports	1,500	99,664	6,184	2,20,211
Total	4,21,408	1,25,664	12,27,560	2,20,211

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891—*contd.*

From 24th to 30th January 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	20,91,766		11,94,304	.....
Continent of Europe—		.....		
Trieste, Marseilles, &c.	.....		.....	.....
United States—		.....		
San Francisco and New York....	.....		.....	.....
Australia—		.....		
Melbourne, Sydney, &c.	1,37,430		.....	.....
China—		.....		
Hongkong and Shanghai	92,410	13,000	.....	7,34,000
Other Ports—	.....	28,285	1,500	2,34,133
Total.....	23,21,606	41,285	11,95,804	9,68,133

From 31st January to 6th February 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,67,308	.....	16,10,910	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	1,437	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	20,140	.....	.....	16,14,400
Other Ports—	10,000	54,868	2,000	1,42,192
Total.....	1,97,448	56,305	16,12,910	17,56,592

From 7th to 13th February 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	68,220	45,690	8,36,902	968
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	1,33,125	.....	.....
China—				
Hongkong and Shanghai	89,934	39,750	6,10,000	6,85,347
Other Ports—	4,000	79,521	2,000	1,93,224
Total.....	1,62,154	2,98,086	14,48,902	8,79,539

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 14th to 20th February 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,68,233	.....	3,48,107	.....
Continent of Europe—				
Trieste, Marseilles, &c.	250	9,360	.....	.....
United States—				
San Francisco and New York....	30,000	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	1,04,179	2,20,000	.....	4,52,682
Other Ports	6,000	73,296	.....	1,96,459
Total.....	3,08,662	3,02,656	3,48,107	6,49,141

From 21st to 27th February 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	5,94,852	1,35,000	12,52,900	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	57,269	6,15,000	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	4,94,465	71,500	3,69,100	.....
China—				
Hongkong and Shanghai	96,722	.....	.....	6,59,008
Other Ports	13,600	1,05,501	.....	1,10,462
Total.....	11,99,639	3,69,270	22,37,000	7,69,470

From 28th February to 6th March 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	3,83,832	14,000	7,86,853	1,30,534
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	2,20,000	.....
United States—				
San Francisco and New York....	25,000	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	35,506	.....	.....	6,63,000
Other Ports	13,300	72,600	15,800	1,48,338
Total.....	4,57,638	86,600	10,22,653	9,41,872

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 7th to 13th March 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	3,47,100	.....	4,83,000	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	3,55,748	1,37,500	2,63,800	.....
China—				
Hongkong and Shanghai	42,660	.....	.....	7,70,000
Other Ports	18,000	59,800	.....	58,225
Total	7,63,508	1,97,300	7,46,800	8,28,225

From 14th to 19th March 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	6,26,711	42,000	8,81,500	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	.....	44,420	.....	98,104
Total	6,26,711	86,420	8,81,500	98,104

From 20th to 25th March 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	6,77,700	8,400	3,08,550	894
Continent of Europe—				
Trieste, Marseilles, &c.	.....	17,290	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	93,363	.....	.....	11,08,628
Other Ports	8,850	1,40,349	6,300	3,83,177
Total	7,79,913	1,66,039	3,14,850	14,92,699

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 26th March to 3rd April 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	3,47,612	13,500	24,73,340	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	56,200	.....	2,325
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	28,700	.....	.....	.....
Other Ports	5,900	75,784	8,300	58,070
Total	3,82,212	1,45,484	24,81,640	60,395

From 4th to 10th April 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,34,596	.....	42,42,900	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	1,46,476	1,40,000	1,76,100	.....
China—				
Hongkong and Shanghai	1,49,683	3,05,000	15,35,000	5,94,000
Other Ports	3,500	93,221	1,400	1,50,128
Total	4,34,255	5,38,221	59,55,400	7,44,128

From 11th to 16th April 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,79,634	.....	26,64,235	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	10,00,000	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	21,425	3,66,000	.....	6,60,000
Other Ports	38,400	89,458	15,600	94,977
Total	3,39,459	4,55,458	36,79,835	7,54,977

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 17th to 24th April 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	6,99,777	.....	31,95,630	2,75,460
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	2,41,200	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	3,75,732	.....	.....	.....
China—				
Hongkong and Shanghai	1,56,091	3,20,000	15,30,000	6,60,000
Other Ports	30,200	57,130	.....	87,866
Total	12,61,800	3,77,130	49,66,830	10,23,326

From 25th April to 1st May 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,40,206	.....	21,17,223	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	3,50,000	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	7,850	1,28,758	6,500	1,43,735
Total	1,48,056	1,28,758	24,73,723	1,43,735

From 2nd to 8th May 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,10,012	.....	17,28,315	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	275
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	1,74,944	1,40,000	.....	.....
China—				
Hongkong and Shanghai	1,75,973	15,000	62,960	2,225
Other Ports	7,700	49,375	3,265	74,160
Total	5,68,629	2,04,375	17,94,540	76,660

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 9th to 15th May 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,40,206	.....	24,18,439	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	56,800	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	24,125	.....	4,62,000	.....
Other Ports	.....	1,54,778	1,000	76,293
Total	1,64,331	2,11,578	28,81,439	76,293

From 16th to 21st May 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	70,400	.....	13,27,700	2,357
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	1,26,200	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	7,09,000	.....	.....	.....
China—				
Hongkong and Shanghai	1,63,908	.....	50,800	.....
Other Ports	7,000	33,139	7,000	30,803
Total	9,50,308	33,139	15,11,700	33,160

From 22nd to 28th May 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	71,015	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	24,375	.....	.....	.....
Other Ports	.....	65,200	.....	48,625
Total	24,375	65,200	71,015	48,625

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 29th May to 4th June 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,83,272	.....	1,96,000	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	72,265	233	1,475
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	1,74,740	.....	1,44,600	.....
Other Ports	8,040	57,729	1,500	62,425
Total	4,66,052	1,29,994	3,42,333	63,900

From 5th to 11th June 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,43,950	1,97,500	152	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	40,625	.....	.....	.....
Other Ports	9,400	1,08,771	8,600	89,850
Total	1,93,975	3,06,271	8,752	89,850

From 12th to 18th June 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,83,562	1,14,125	.....	3,274
Continent of Europe—				
Trieste, Marseilles, &c.	.....	72,260	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	2,97,934	.....	3,15,800	.....
China—				
Hongkong and Shanghai	1,40,846	7,203	.....	676
Other Ports	3,100	22,655	1,000	20,410
Total	7,25,442	2,16,243	3,16,800	24,360

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 19th to 25th June 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	4,24,362	2,34,375	.....	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	64,000	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	1,250	1,10,921	2,150	1,13,713
Total	4,25,612	3,45,296	66,150	1,13,713

From 26th June to 2nd July 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,76,512	3,54,325	.....	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	75,004	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	5,84,670	.....	.....	.....
China—				
Hongkong and Shanghai	1,50,023	7,350	.....	.....
Other Ports	1,500	30,554	500	51,014
Total	10,12,705	4,67,233	500	51,014

From 3rd to 9th July 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	68,750	.....	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	55,000	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	39,665	.....	.....	.....
Other Ports	462	61,789	.....	78,179
Total	40,127	1,85,539	.....	78,179

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 10*th to* 16*th July* 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	68,750	.....	198
Continent of Europe—				
Trieste, Marseilles, &c.	.....	4,310	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	32,500	.....	.....	.....
Other Ports	7,300	49,905	8,150	77,922
Total	39,800	1,22,965	8,150	78,120

From 17*th to* 23*rd July* 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,75,320	.....	.....	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	2,30,423	.....	.....	160
Other Ports	5,96,290	96,935	3,800	1,61,416
Total	11,02,033	96,935	3,800	1,61,576

From 24*th to* 30*th July* 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	3,260
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	1,17,730	.....	.....	12,600
Other Ports	1,100	79,587	.....	74,321
Total	1,18,830	79,587	.....	90,181

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 31st July to 6th August 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	1,40,000	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	8,118
Other Ports	8,800	91,468	4,160	21,739
Total.....	8,800	91,468	1,44,160	29,857

From 7th to 13th August 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	1,26,520	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	3,850	4,01,600	.....
China—				
Hongkong and Shanghai	1,49,861	.....	.....	.....
Other Ports	.....	58,422	.....	78,243
Total.....	1,49,861	1,88,792	4,01,600	78,243

From 14th to 20th August 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	7,67,466	14,000	4,90,000	13,082
Continent of Europe—				
Trieste, Marseilles, &c.	.....	50,870	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	55	1,44,834	.....	2,48,600
Total.....	7,67,521	2,09,704	4,90,000	2,61,682

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 21st to 27th August 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	70,600	69,530	1,40,000	2,730
Continent of Europe—				
Trieste, Marseilles, &c.	.....	69,920	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	3,58,830	1,38,750	.....	.....
China—				
Hongkong and Shanghai	1,34,889	.....	.....	54,000
Other Ports	72,460	37,794	359	1,05,200
Total	6,36,779	3,15,994	1,40,359	1,61,930

From 28th August to 3rd September 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	70,600	71,630	1,40,000	3,452
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	31,875	.....	.....	15,000
Other Ports	11,600	1,66,153	.....	1,21,126
Total	1,14,075	2,37,783	1,40,000	1,39,578

From 4th to 10th September 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	71,000	2,80,000	1,40,000	2,112
Continent of Europe	.....			
Trieste, Marseilles, &c.	.....	56,218	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	3,500	79,399	.....	8,936
Total	74,500	4,15,617	1,40,000	11,048

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 11th to 17th September 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	4,28,777	2,10,620	10,14,200	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	71,720	.....	.....
United States—				
San Francisco and New York ...	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	3,69,936	1,40,937	2,45,000	.....
China—				
Hongkong and Shanghai	1,26,042	.....	.....	.....
Other Ports	25,178	2,31,489	8,380	3,56,419
Total.....	9,49,933	6,54,766	12,67,580	3,56,419

From 18th to 25th September 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,82,592	1,41,260	26,69,300	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	71,718	.....	.....
United States—				
San Francisco and New York ...	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	3,64,176	1,40,009	.....	.....
China—				
Hongkong and Shanghai	2,38,535	.....	15,25,000	.....
Other Ports	22,605	81,132	389	1,15,831
Total.....	9,07,908	4,34,110	41,94,689	1,15,831

From 26th September to 2nd October 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	4,26,976	98,650	1,40,310	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	55,000	.....	.....
United States—				
San Francisco and New York ...	.....	.....	3,45,000	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	.....	82,775	.....	85,853
Total.....	4,26,976	2,36,425	4,85,310	85,853

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 3rd to 9th October 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	4,24,412	2,32,110	2,10,000	672
Continent of Europe—				
Trieste, Marseilles, &c.	280	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	3,61,450	.....	.....	.....
China—				
Hongkong and Shanghai	1,10,521	.....	.....	.....
Other Ports	7,650	74,322	.....	1,36,182
Total	9,04,313	3,06,432	2,10,000	1,36,854

From 10th to 16th October 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	7,36,506	.....	70,005	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	58,878	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	29,018	.....	.....	.....
Other Ports	3,080	73,695	600	11,540
Total	7,68,604	1,32,573	70,605	11,540

From 17th to 23rd October 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	5,26,912	.....	70,030	1,810
Continent of Europe—				
Trieste, Marseilles, &c.	.....	2,747	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	1,56,784	.....	.....	.....
Other Ports	4,336	89,039	6,600	69,817
Total	6,88,032	91,786	76,630	71,627

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 24th to 29th October 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	8,51,624	14,000	.....	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	848	.....	.....
United States—				
San Francisco and New York	.....	.....	10,34,000	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	7,260	.....	.....	.....
Other Ports	3,189	1,11,997	1,500	57,969
Total	8,62,073	1,26,845	10,35,500	57,969

From 30th October to 6th November 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	9,94,788	.....	65,815	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	1,740	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	3,54,580	73,681	.....	.....
China—				
Hongkong and Shanghai	1,51,520	.....	.....	4,800
Other Ports—	6,895	1,03,366	1,396	51,132
Total	15,07,783	1,78,787	67,211	55,932

From 7th to 13th November 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	11,41,398	10,150	68,600	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	9,28,000	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports—	.....	1,05,725	.....	2,25,576
Total	11,41,398	1,15,875	9,96,600	2,25,576

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 14*th to* 20*th November* 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	5,68,318	.....	2,76,400	1,248
Continent of Europe—				
Trieste, Marseilles, &c.	.....	55,000	.....	.....
United States—				
San Francisco and New York ...	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	1,42,736	.....	2,96,000	.....
China—				
Hongkong and Shanghai	1,39,292	.....	.....	.....
Other Ports	7,710	2,48,832	4,000	2,24,990
Total	8,58,056	3,03,832	5,76,400	2,26,238

From 21*st to* 27*th November* 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,39,612	.....	25,94,029	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	56,885	223	.....
United States—				
San Francisco and New York ...	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	36,615	.....	.....	6,66,000
Other Ports	23,500	1,27,008	.....	48,481
Total	1,99,727	1,83,893	25,94,252	7,14,481

From 28*th November to* 4*th December* 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	21,77,915	2,81,485
Continent of Europe—				
Trieste, Marseilles, &c.	.....	870	233	.....
United States—				
San Francisco and New York ...	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	1,48,200	.....	.....	.....
China—				
Hongkong and Shanghai	1,06,427	.....	.....	4,48,188
Other Ports	15,105	1,46,875	4,200	1,12,775
Total	2,69,732	1,47,745	21,82,348	8,42,448

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 5th to 11th December 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	14,320	5,83,567	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	.....	28,616	500	59,007
Total	.....	42,936	5,84,067	59,007

From 12th to 18th December 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	12,62,526	2,73,330
Continent of Europe—				
Trieste, Marseilles, &c.	.....	21,740	.....	1,200
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	71,500	.....	8,15,000	.....
China—				
Hongkong and Shanghai	1,34,971	.....	.....	2,22,000
Other Ports	10,120	89,710	.....	48,150
Total	2,16,591	1,11,450	20,77,526	5,44,680

From 19th to 23rd December 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	69,806	14,000	4,46,000	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	6,85,000	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	33,225	.....	.....	2,22,000
Other Ports	5,740	46,874	.....	23,898
Total	1,08,771	60,874	11,31,000	2,45,898

Total Imports of Treasure from Foreign Countries into Bombay during the year 1891.—*contd.*

From 24th to 31st December 1891.

From	Gold.		Silver.	
	Bullion.	Coin.	Bullion.	Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	3,64,618	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York ...	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.....	1,43,836	.....	.....	.....
China—				
Hongkong and Shanghai	2,29,424	.....	.....	2,782
Other Ports	.....	76,346	.....	51,337
Total.....	3,73,260	76,346	3,64,618	54,119
Grand Total.....	2,99,43,775	1,11,91,758	5,87,64,230	1,71,87,309

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened, in the Official Years 1853-54 *to* 1890-91.

YEAR	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	72	19,295,139	1,483,296	20,778,435
1854-55	171	18,927,222	1,267,033	20,194,255
1855-56	274¼	23,040,000	601,177	23,641,177
1856-57	289¾	25,340,000	1,253,426	26,593,426
1857-58	430½	27,460,000	822,438	28,282,438
1858-59	625	29,860,000	669,427	30,529,427
1859-60	836¼	27,960,000	929,007	28,889,007
1860-61	1581½	32,970,000	1,119,549	34,089,549
1861-62	2351½	36,320,000	683,355	37,003,355
1862-63	2516¾	*47,860,000	1,111,140	48,971,140
1863-64	2962½	*65,625,000	1,270,435	66,895,435
1864-65	3368¾	*68,025,000	1,444,775	69,469,775
1865-66	3568	*65,490,000	2,165,352	67,655,352
1866-67	3936½	41,860,000	2,431,503	44,291,503
1867-68	4016½	50,875,000	1,571,946	52,446,946
1868-69	4261	53,060,000	1,395,580	54,455,580
1869-70	4766	52,470,000	1,042,353	53,512,353
1870-71	5072	55,335,000	2,220,765	57,555,765
1871-72	5365¾	63,190,000	1,495,642	64,685,642
1872-73	5671½	55,230,000	1,308,579	56,538,579
1873-74	6201	54,980,000	1,958,512	56,938,519
1874-75	6497¼	56,360,000	1,625,309	57,985,309
1875-76	6949¾	56,210,000	2,200,236	58,410,236
1876-77	7326½	61,013,000	4,029,898	65,042,898
1877-78	8216	65,222,000	2,210,995	67,432,995
1878-79	8477¾	60,937,000	3,982,228	64,919,228
1879-80	9325	67,210,000	2,035,147	69,245,147
1880-81	9875	74,541,000	1,440,400	75,981,400
1881-82	10144½	81,966,000	1,099,700	83,065,700
1882-83	10832¼	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12004½	83,170,100	1,968,900	85,139,000
1885-86	12376	83,861,200	1,108,200	84,969,400
1886-87	13390¼	88,481,000	1,720,400	90,201,400
1887-88	14383	90,543,600	1,604,600	92,148,200
1888-89	15245¼	97,060,200	1,784,400	98,844,600
1889-90	16095¼	103,448,700	1,906,300	105,355,000
1890-91	16996	100,215,000	2,123,200	102,338,200

* Exports abnormally high owing to the American Civil War.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened, in the Official Years 1853-54 *to* 1890-91.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	72	10,070,863	4,871,956	14,942,819
1854-55	171	12,742,671	2,028,256	14,770,927
1855-56	274¼	13,945,000	11,301,288	25,246,288
1856-57	289¾	14,195,000	14,413,697	28,608,697
1857-58	430½	15,275,000	15,815,436	31,090,436
1858-59	625	21,730,000	12,817,071	34,547,071
1859-60	836¼	24,265,000	16,356,963	40,621,963
1860-61	1581½	23,495,000	10,677,077	34,172,077
1861-62	2351½	22,320,000	14,951,985	37,271,985
1862-63	2516¾	22,630,000	20,508,967	43,138,967
1863-64	2962½	27,145,000	22,962,581	50,107,581
1864-65	3368¾	28,150,000	21,363,325	49,513,325
1865-66	3568	29,600,000	29,577,301	59,157,301
1866-67	3936½	29,040,000	13,236,905	42,276,905
1867-68	4016½	35,705,000	11,775,374	47,480,374
1868-69	4261	35,990,000	15,155,954	51,145,954
1869-70	4766	32,925,000	13,954,807	46,879,807
1870-71	5072	34,470,000	5,444,823	39,914,823
1871-72	5365¾	32,090,000	11,573,813	43,663,813
1872-73	5671½	31,875,000	4,556,585	36,431,585
1873-74	6201	33,835,000	5,792,534	39,627,534
1874-75	6497¼	36,220,000	8,141,047	44,361,047
1875-76	6949¾	38,515,000	5,300,722	43,815,722
1876-77	7326½	37,440,000	11,436,120	48,876,120
1877-78	8216	41,464,000	17,355,459	58,819,459
1878-79	8477¾	37,801,000	7,056,748	44,857,748
1879-80	9325	41,172,000	11,654,894	52,826,894
1880-81	9875	53,086,800	8,997,200	62,084,000
1881-82	10144½	49,113,000	11,322,800	60,435,800
1882-83	10832¼	52,098,700	13,453,400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12004½	55,701,600	13,888,200	69,589,800
1885-86	12376	55,652,000	15,467,000	71,119,000
1886-87	13390¼	61,812,000	11,048,300	72,860 300
1887-88	14383	65,004,500	13,812,500	78,817,000
1888-89	15245¼	69,437,700	13,845,000	83,282,700
1889-90	16095¼	69,199,400	17,454,500	86,653,900
1890-91	16996	71,975,800	21,934,500	93,910,300

APPENDIX WW.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1885-86 *to* 1890-91.

	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	19,98,53,049	23,33,80,788	23,29,84,239	25,70,20,964	25,13,15,709	26,08,03,178
Bombay	22,01,07,068	23,48,03,364	25,48,67,621	26,50,56,459	26,42,49,034	27,54,34,525
Sindh	2,14,14,386	2,81,37,826	2,58,31,151	3,56,29,925	3,38,48,172	3,70,25,206
Madras	4,25,03,605	5,31,81,396	5,32,71,367	5,79,17,371	6,16,63,218	6,21,92,751
British Burmah	3,41,98,154	3,74,57,343	5,68,93,510	5,00,51,321	5,45,43,948	5,48,97,390
Total...	51,80,76,262	58,69,60,717	62,38,47,888	66,56,76,040	66,56,20,081	69,03,53,050
Ditto. Government Stores	3,84,43,290	3,11,58,891	2,61,97,993	2,87,01,491	2,63,73,681	2,94 04,704
Total Merchandise...	55,65,19,552	61,81,19,608	65,00,45,881	69,43,77,531	69,19,93,762	71,97,57,754
Treasure, Private.						
Bengal	2,63,77,784	1,07,42,452	1,28,37,167	1,41,66,279	1,18,32,324	3,91,84,486
Bombay	12,46,82,049	9,46,91,217	12,15,34,673	12,10 87,779	15,86,74,387	17,58,17,256
Sindh	4,26,604	10,96,656	14,47,822	17,64,950	11,91,720	8,48,227
Madras	30,17,517	34,24,294	20,01,191	13,65,131	27,11,031	32,39,066
British Burmah	1,66,854	5,28,605	3,04,603	65,110	1,33,575	1,05,841
Total...	15,46,70,808	11,04,83,224	13,81,25,456	13,84,49,249	17,45,43,037	21,91,94,876
Ditto. Government	.....	.....	.....	.....	2,000	1,50,000
Total Treasure...	15,46,70,808	11,04,83,224	13,81,25,456	13,84,49,249	17,45,45,037	21,93,44,876
Grand Total of Imports...	71,11,90,360	72,86,02,832	78,81,71,337	83,28,26,780	86,65,38,799	93,91,02,630
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	11,55,998	12,73,122	28,05,091	13,07,262	16,20,199	15,30,691
Bombay	2,63,91,413	2,94,27,678	3,25,45,876	3,60,93,029	3,54,42,452	3,47,74,867

Sindh	28,86,320	38,49,570	47,07,535	51,13,284	51,72,756	52,52,434
Madras	2,91,960	4,39,606	7,11,957	5,45,451	4,43,107	5,29,056
British Burmah	2,08,799	2,18,969	2,61,004	2,99,758	2,89,847	2,94,484
Total...	3,09,34,490	3,52,08,945	4,10,31,463	4,33,58,784	4,29,68,361	4,23,81,532
(Indian Produce and Manufactures.)						
Bengal	32,99,27,597	35,47,14,823	36,83,19,277	37,69,18,532	39,51,11,012	37,10,62,075
Bombay	28,64,31,455	31,28,26,594	31,14,07,449	35,30,08,911	35,86,50,956	34,36,21,875
Sindh	4,08,40,026	2,51,24,070	2,13,39,105	3,31,02,022	4,50,71,406	4,18,20,144
Madras	8,23,48,998	9,08,73,573	9,66,10,774	10,27,12,598	11,45,26,228	10,66,14,564
British Burmah	6,75,94,891	6,56,47,781	6,60,56,466	6,07,87,933	7,75,23,729	9,57,84,126
Total...	80,71,42,967	84,91,86,841	86,37,33,071	92,65,29,996	99,08,83,331	95,88,52,784
Total Fgn. & Indian Merchandise exported.						
Bengal	33,10,83,595	35,59,87,945	37,11,24,368	37,82,25,794	39,67,31,211	37,25,92,766
Bombay	31,28,22,868	34,22,54,272	34,39,53,325	38,91,01,940	39,40,93,408	37,83,96,742
Sindh	4,37,26,346	2,89,73,640	2,60,46,640	3,82,15,306	5,02,44,162	4,70,72,578
Madras	8,26,40,958	9,13,13,179	9,73,22,731	10,32,58,049	11,49,69,335	10,71,43,620
British Burmah	6,78,03,690	6,58,66,750	6,63,17,470	6,10,87,691	7,78,13,576	9,60,28,610
Total...	83,80,77,457	88,43,95,786	90,47,64,534	96,98,88,780	1,03,38,51,692	1,00,12,84,316
Ditto. Government Stores	5,34,236	4,14,568	6,71,924	7,13,606	6,35,360	9,16,259
Total Merchandise...	83,86,11,693	88,48,10,354	90,54,36,458	97,06,02,386	1,03,44,87,052	1,00,21,50,575
Treasure, Private.						
Bengal	9,94,555	13,59,380	8,78,118	5,29,000	13,33,542	16,89,620
Bombay	90,33,742	1,24,85,466	1,13,10,237	1,45,51,370	1,56,67,905	1,68,30,711
Sindh	4,23,950	7,06,980	5,89,212	7,48,465	4,80,165	2,46,391
Madras	4,21,563	22,91,935	23,43,975	12,06,484	9,35,741	18,57,743
British Burmah	4,500	450	18,000	.....	1 845	94,600
Total...	1,08,78,310	1,68,44,211	1,51,39,542	1,70,35,319	1,84,19,198	2,07,19,065
Ditto. Government	2,04,000	3,60,050	9,06,700	8,08,500	6,44,020	5,12,720
Total Treasure...	1,10,82,310	1,72,04,261	1,66,46,242	1,78,43,819	1,90,63,218	2,12,31,785
Grand Total of Exports...	84,96,94,003	90,20,14,615	92,14,82,700	98,84,46,205	1,05,35,50,270	1,02,33,82,360

APPENDIX WW.—*contd.*

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1888-89 *to* 1890-91.

Articles.		Quantities.			Value.		
		1888-89.	1889-90.	1890-91.	1888-89.	1889-90.	1890-91.
					Rs.	Rs.	Rs.
Animals—Living	No.	3,360	3,515	4,326	11,94,436	12,03,579	14,15,505
Apparel, &c. (Excluding Boots and Shoes)	value.	.....	.....	....	39,15,744	39,40,725	42,84,109
Arms, Ammunition, &c. (Excluding Dynamite)	„	.....	.....	.....	5,27,471	3,87,694	4,19,526
Articles imported by Post	„	.....	.....	.....	22,04,661	23,61,844	24,86,303
Building and Engineering Materials	„	.....	.....	.....	6,44,315	5,27,850	6,25,934
Cabinetware and Furniture	„	.....	.....	.....	4,40,065	5,21,981	4,84,598
Candles	lbs.	591,827	1,159,026	1,021,958	1,79,517	3,48,014	3,02,226
Clocks and Watches	No.	85,759	75,390	110,297	6,90,691	6,73,309	9,08,025
Coal, Coke, and Patent Fuel	tons.	633,029	429,995	626,773	1,49,19,216	93,46,276	1,20,70,030
Cotton—Raw	cwts.	64,581	115,251	84,134	15,05,029	26,68,868	19,45,643
Cotton—Twist and Yarn	lbs.	15,004,918	13,548,954	14,949,598	1,00,07,085	95,65,137	1,08,13,456
Do. Piece Goods	yards.	655,683,915	625,553,330	631,473,949	8,30,20,684	8,03,47,435	8,48,77,179
Do. Shawls & Handkerchiefs	No.	12,092,069	10,151,259	12,708,877			
Chemical Products and Preparations (Including Dynamite)	value.	.....	.....	....	10,02,910	13,64,966	11,84,990
Drugs & Medicines & Narcotics (Excluding Tobacco)	„	....	.....	.....	20,06,460	18,70,285	21,56,798
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	ozs.	48,987,344	48,909,206	53,353,248	25,05,981	29,94,959	30 59,111
„ Other Sorts	cwts	13,·63	16,651	20,236	9,11,279	11,63,249	10,82,457
Earthenware and Porcelain	value.	.....	.....	.....	7,86 986	7,08,064	6 93,457
Fireworks	„	....	....	....	2,19,172	4,13,030	5,17,003
Glass	„	.....	.....	....	31,20,918	32,86,066	23 24,793
Gums & Resins (Excluding Cu'ch & Gambier)	cwts.	58,883	56,368	55,175	13,02,157	9,09,524	7,84.717
Hardware and Cutlery	va'ue.	....	.....	....	52,05,239	46,93,335	52,76,255
Hides and Skins	No.	292,661	436,325	759,652	3,21,426	4,52,0 3	7 05,3 4
Instruments and Apparatus	value.	....	.....	....	9,83,011	9,39,834	10,58,111
Ivory, Unmanufactured	lbs.	593,770	845,618	516,911	29,02,451	19,13,371	30,98,455
Do. Manufactured	value.	.....	.....	.....	75,797	1,74,564	2,09,570
Jewellery, &c.	„	.....	.....	.....	21,93,248	18,93,725	14,43,514
Leather Unwrought, Saddlery, &c.	„	..	..	.. ...	9,45.270	11,35,690	10,18,546
Do. (Boots & Shoes)	Pairs.	129,382	134,466	174,895	4,81,782	4,42,132	6,28,204
Liquors—Ale, Beer, and Porter	gallons	416,137	522,245	696,334	6,50,381	7,56,522	8,77,944
Do. Spirits	„	295,255	309,754	278,204	18,46,128	19,52,633	19,06,256
Do. Wines and Liqueurs	„	121,597	118,203	1:2,792	9,62,596	10,24,654	10,02,749

Liquors—Other sorts	„	891	917	993	2,824	2,894	3,257
Machinery and Millwork	value.	.....	.....	.....	1,12,77,400	1,39,99,260	93,39,564
Matches, Lucifer and other	„	.....	.....	.....	6,69,003	6,67,518	8,97,040
Metals—Brass	cwts.	4,263	6,021	7,078	2,73,135	3,35,321	4,32,911
Do. Copper...	„	6,319	162,865	122,108	5,42,365	66,67,663	51,99,218
Do. Mixed or Yellow Metal ...	„	24,460	119,528	116,818	11,70,751	44,99,878	42,52,097
Do. Iron	„	1,457,844	1,181,130	1,338,767	88,70,165	78,10,381	82,88,737
Do. Lead	„	27,998	15,300	18,384	3,30,486	1,76,589	2,06,150
Do. Quicksilver	lbs.	110,971	183,132	130,105	1,72,580	3,23,429	2,30,029
Do. Steel	cwts.	165,476	253,711	328,279	11,49,166	18,27,439	22,17,147
Do. Tin	„	14,152	14,010	13,111	10,30,650	9,65,315	8,55,139
Do. Zinc or Spelter	„	32,121	28,182	49,510	3,86,139	3,98,256	7,47,446
Do. Other sorts	„	2,837	4,188	2,352	2,65,755	3,25,777	2,54,427
Oil—Kerosine	gallons.	11,930,739	13,704,072	14,346,148	67,40,720	71,11,838	71,36,094
Do. other sorts	„	563,532	515,529	717,108			
Paints and Colours (excluding Painters' Materials)	cwts.	105,568	73,343	71,600	11,04,329	8,36,566	10,57,972
Paper and Pasteboard	„	70,179	72,151	79,998	21,86,098	21,79,136	22,28,132
Perfumery, other than Musk	value.	.....	.....	.....	1,78,933	2,20,643	1,95,105
Provisions	„	.....	.....	.....	58,56,220	63,63,206	56,79,437
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,95,71,014	1,02,75,190	1,13,93,487
Silk—Raw	lbs.	1,678,932	1,956,846	2,030,483	67,82,260	81,80,274	87,01,601
Do. Piece Goods (including silk mixed with other materials)	yards.	7,088,367	8,902,741	6,534,929	72,69,219	90,02,699	65,34,708
Spices	lbs.	11,923,023	10,463,388	12,203,980	38,11,988	31,82,623	27,88,840
Sugar, refined and unrefined	cwts.	1,063,569	1,156,926	1,728,112	1,23,97,334	1,50,68,536	2,06,27,211
Tea	lbs.	4,316,811	4,900,427	4,350,025	30,05,680	34,67,286	31,01,317
Tobacco, Cigars &c.	„	370,972	279,427	388,754	3,67,908	3,52,076	4,16,000
Umbrellas	No.	1,211,915	862,468	1,050,190	11,08,881	8,36,660	10,30,305
Wool—Raw	lbs.	2,921,408	3,467,068	3,199,497	8,39,159	9,76,153	9,07,723
Woollen Piece Goods	yards.	5,019,781	4,110,188	6,572,963	49,26,769	42,66,202	64,97,992
All other Articles	value	.....	.....	.....	1,34,89,584	1 31,11,004	1,32,51,746
	Total Value...	.....	.....	.....	26,38,38,591	26,34,11,170	27,51,21,600
Treasure—Gold	Tolas...	1,221,231	2,018,470	2,564,411	2,79,42,167	4,51,74,722	5,29,85,091
Do. Silver...	„ ...	88,347,563	107,333,907	118,810,717	9,31,45,612	11,35,43,641	1,22,832,150
	Total Treasure...	89,568,794	109,352,377	121,375,128	12,10,87,779	15,87,18,363	17,58,17,241
	Grand Total Rs ...	.....	.....	.....	38,49,26,370	42,21,29,533	45,09,38,841

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1888-89 *to* 1890-91.

Articles.		Quantities.			Value.		
		1888-89.	1889-90.	1890-91.	1888-89.	1889-90.	1890-91.
INDIAN PRODUCE AND MANUFACTURES.					Rs.	Rs.	Rs.
Coffee	cwts.	36,043	27,379	17,351	16,60,825	14,78,231	9,83,941
Coir, unmanufactured & manufactured (Excluding Ropes)	"	35,697	64,723	41,938	2,72,099	5,32,198	3,33,809
Cotton—Raw	"	4,198,262	4,819,019	4,562,286	12,11,48,814	14,55,72,791	12,90,47,073
Do. Twist and Yarn	lbs.	123,022,742	132,02,9601	158,388,180	4,97,12,105	5,37,31,094	6,14,13,907
Do. Piece Goods ...	yards.	57,568,272	46,542,657	54,202,049	73,67,189	56,30,385	66,99,636
Do. Shawls and Handkerchiefs	No.	136,611	135,895	132,427			
Dyeing and Colouring Materials—(Including Cutch, Gambier & Lac)—							
Indigo	cwts.	5,231	5,556	5,053	11,20,014	11,87,071	9,41,577
Myrabollams	"	518,005	643,178	485,565	21,90,394	27,93,381	24,14,881
Other Sorts	"	24,483	9,346	15,858	1,39,424	83,156	1,79,445
Grain and Pulse—							
Rice not in the Husk	"	589,351	798,950	645,956	28,65,038	42,64,302	32,91,447
Wheat	"	10,654,163	5,146,881	6,212,143	4,76,49,988	2,31,26,654	2,72,02,618
Other Sorts	"	550,250	946,481	988,009	19,68,060	34,29,970	34,85,711
Hides and Skins—							
Hides	No.	515,959	354,126	200,571	15,18,946	11,36,385	7,87,355
Skins	"	3,118,410	3,102,783	3,485,812	39,22,984	39,96,598	44,96,765
Oils	gals.	97,531	122,397	119,410	3,32,131	3,33,752	3,34,253
Opium	chests.	30,431	29,180	28,156	4,09,32,552	3,74,34,192	3,28,18,880
Provisions	value.	.....	.....	.....	30,53,418	37,83,342	37,42,000
Seeds—							
Linseed	cwts.	2,797,246	2,013,169	3,051,220	1,79,57,113	1,39,07,368	1,95,85,638
Rape	"	2,136,795	2,229,413	731,004	1,40,23,444	1,66,04,203	50,19,861
Gingelly	"	708,469	932,492	1,181,505	57,34,166	72,70,616	92,33,371
Poppy	"	428,794	279,978	435,928	29,08,522	22,15,974	31,08,150
Castor	"	376,628	565,764	681,172	21,15,632	37,88,552	41,15,391
Groundnuts	"	441,312	692,553	707,768	27,51,082	42,66,407	41,33,131
Other Sorts	"	236,139	92,808	117,551	9,82,866	5,47,019	7,85,472

Spices ... ... lbs.	6,587,910	5,681,878	4,446,660	13,99,341	13,18,211	9,31,456
Sugar—Refined ... ... cwts.	7,956	9,334	11,616	1,11,069	1,34,381	176,874
Do. unrefined (Molasses, Goor, &c.)... ,,	19,413	13,369	13,767	1,47,666	99,916	1,23,268
Tea ... ... lbs.	481,110	978,246	788,176	3,80,254	7,89,915	6,75,628
Tobacco, Cigars, &c. ... ... ,,	2,921,207	3,852,381	6,087,926	3,83,003	5,08,378	7,60,943
Wool—Raw ... ... ,,	14,909,944	17,433,541	15,318,510	70,00,588	81,48,966	70,84,188
Woollen Shawls ... ... No.	7,080	6,414	4,092	2,39,998	2,84,255	2,35,460
All other Articles ... ... value.	.....	.....	.....	1,10,07,390	1,02,31,086	96,92,263
Total Value Rs.	.....	.....	.....	35,29,96,115	35,86,28,749	34,38,34,392
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,523,301	1,167,150	1,150,921	10,51,182	8,34,456	7,62,224
Do. Piece Goods ... { yards.	86,661,406	85,252,924	83,744,704 }	1,61,49,135	1,62,53,292	1,61,32,983
Do. Shawls and Handkerchiefs { No.	1,788,065	1,545,743	1,748,784 }			
Gums and Resins (excluding Cutch and Gambier) ... ... cwts.	36,055	29,315	31,807	10,91,344	7,31,404	6,04,851
Ivory, unmanufactured ... ... lbs.	393,239	218,776	258,010	20,91,804	12,55,426	14,94,568
Provisions ... ... value	.....	.....	.....	10,43,512	12,30,799	11,48,727
Silk—Raw... ... ... lbs.	109,182	114,740	144,842	4,10,472	3,32,871	3,98,614
Do. Piece Goods (including silk mixed with other materials) ... ... yards.	613,964	5,99,306	653,363	5,80,714	5,51,971	5,83,412
Sugar—Refined ... ... cwts.	166,189	192,726	155,754	19,60,432	26,37,602	19,13,785
Tea ... ... lbs.	2,327,191	1,848,858	3,177,671	20,56,317	16,77,945	28,49,214
Wool—Raw ... ... ,,	3,769,576	5,263,096	3,930,360	18,04,450	24,97,932	18,24,170
Do. Piece Goods... ... ... yards.	453,713	321,074	409,705	4,10,412	3,16,951	4,34,193
All other Articles ... ... value.	.....	.....	.....	74,38,840	71,19,590	66,12,960
Total Value Rs.	.....	.....	.....	3,60,88,614	3,54,40,239	3,47,59,701
Treasure—Gold ... ... Tolas...	125,674	200,094	357,398	28,51,881	44,53,994	71,91,609
Do. Silver ... ... ,, ...	11,327,744	10,832,998	9,481,084	1,16,96,539	1,12,13,911	96,37,177
Total Treasure...	11,453,418	11,033,092	9,838,482	1,45,48,420	1,56,67,905	1,68,28,786
Grand Total Rs...	.....	.....	.....	40,36,33,149	40,97,36,893	39,54,22,879

APPENDIX WW.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1889, 1890, and 1891.

ARTICLES.		Quantities.			Value.		
		1889.	1890.	1891.	1889.	1890.	1891.
					Rs.	Rs.	Rs.
Animals—Living	No.	9,107	9,588	11,872	23,75,263	27,36,720	33,07,388
Apparel (including Millinery, &c.) ..	value.	.....	.....	.....	1,17,39,130	1,19,20,167	1,25,88,690
Arms, Ammunition, &c.	„	.....	.....	.....	20,30,211	19,61,731	21,48,781
Books and Printed Matters ...	cwts.	12,224	13,739	16,369	20,95,523	22,60,959	21,45,206
Building and Engineering Materials ...	value.	.....	.....	.....	17,74,452	17,48,359	18,33,354
Coffee	cwts.	24,418	11,475	27,264	12,45,223	5,97,614	14,91,347
Coal, Coke and Patent Fuel	tons.	769,204	653,663	744,172	1,71,49,669	1,32,94,180	1,30,71,485
Cotton—Raw	cwts.	87,624	105,804	64,787	21,48,676	23,67,832	14,93,052
„ Twist and Yarn	lbs.	47,729,374	50,660,718	51,761,430	3,53,52,935	3,76,22,800	3,65,52,365
„ Piece Goods...	yards.	2,063,389,934	2,042,864,997	1,884,392,172	26,40,63,184	26,78,40,596	24,99,51,369
„ Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	61,00,059	63,85,373	59,90,801
Corals, Real	lbs.	196,123	213,341	245,757	14,54,788	15,59,502	18,21,114
Chemicals	value.	.....	.....	.....	24,82,714	25,55,502	26,98,763
Clocks and Watches...	No.	102,279	161,916	167,496	9,71,166	13,16,267	13,22,665
Candles	lbs.	4,022,277	3,926,368	3,446,952	13,03,145	12,22,845	11,25,709
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	53,28,913	61,40,076	63,68,616
Dyeing and Tanning materials (Alizarine and Aniline dyes)	ozs.	61,569,014	65,478,309	81,106,898	35,92,788	37,75,580	41,83,242
„ other sorts	cwts.	46,449	39,193	53,599	14,77,868	17,41,442	13,67,580
Earthenware and Porcelain ..	value.	.....	.....	.....	22,01,332	22,54,166	26,27,063
Flax, manufactured and unmanufactured...	„	.....	.....	.....	12,07,519	14,70,761	11,60,020
Fruits and Vegetables	„	.....	.....	.....	24,39,319	18,48,202	14,01,136
Gums and Resins	cwts.	87,765	83,211	100,904	13,76,081	10,24,827	11,78,012
Glass	value.	.....	.....	.....	65,21,515	64,85,166	70,95,343
Hides and Skins, dressed and undressed—							
Hides	cwts.	2,653	10,079	5,226	1,42,984	2,67,593	1,84,852
Skins	„	11,336	16,207	18,973	6,25,487	7,90,415	9,70,312
Ivory, unmanufactured	lbs.	401,023	493,580	497,810	22,25,833	29,84,161	30,02,302
Instruments and Apparatus	value.	.....	.....	.....	21,65,313	22,46,030	24,99,734

Jewellery, &c.	value.	.....	.....	.....	24,31,615	20,47,027	25,40,725
Liquors—Ale, Beer and Porter	...gallons	2,616,048	2,846,136	2,846,705	43,41,384	45,84,039	42,89,129
„ Spirits	„	1,089,275	1,103,480	1,003,891	68,84,079	67,01,037	66,04,181
„ Wines, Liqueurs, &c. ...	„	382,168	378,619	373,933	34,63,818	32,86,188	32,49,629
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	17,75,131	17,39,862	18,55,436
„ Boots and Shoes	pairs.	348,851	348,011	430,507	12,41,499	12,30,768	15,41,471
Metals (excluding Hardware & Cutlery).	tons.	252,231	254,502	263,249	5,41,10,705	5,64,32,145	5,53,51,437
„ Hardware and Cutlery ...	value.	.....	.....	.....	1,08,63,101	1,17,16,078	1,25,69,042
Machinery and Millwork	„	.....	.....	.....	2,51,88,318	2,14,31,285	2,09,29,688
Matches, Lucifer and other	„	.....	.....	.....	22,20,957	29,17,421	31,96,074
Oil, Kerosine	...gallons	46,488,672	50,143,415	57,405,439	2,13,55,919	2,20,76,824	2,33,43,381
Oils, other kinds	„	2,720,426	3,440,243	4,360,732	24,68,154	35,74,453	42,31,299
Provisions	value.	.....	.....	.....	1,61,77,485	1,48,21,945	1,67,31,731
Paints and Colours	cwts.	173,448	162,512	138,929	21,45,102	23,87,598	22,35,993
Painters' Materials	value.	.....	.....	.....	6,04,538	7,49,985	6,42,773
Paper and Pasteboard	„	.....	.....	.....	39,98,047	42,67,447	47,62,332
Perfumery	„	.....	.....	.....	3,10,430	2,46,034	2,66,842
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,82,50,983	2,07,24,510	1,58,84,436
Salt	tons.	382,186	422,684	386,494	83,55,153	85,80,599	68,76,153
Silk, Raw	lbs.	2,346,635	2,432,595	2,692,836	1,04,72,044	1,13,03,691	1,27,66,928
„ Piece Goods (including goods mixed with other materials)	yards.	15,608,783	12,845,172	13,504,478	1,75,42,972	1,46,31,056	1,55,86,171
Soap	cwts.	64,234	62,276	51,951	10,62,706	10,52,521	9,81,794
Spices	lbs.	55,869,537	47,525,101	58,422,814	96,74,603	76,40,872	82,47,501
Stationery (excluding Paper). ...	value.	.....	.....	.....	22,79,788	23,24,342	23,94,712
Sugar and Sugarcandy, Refined ...	cwts.	1,534,813	2,334,991	2,246,847	2,00,66,149	2,96,47,116	2,67,73,228
„ Unrefined (Molasses, Goor, &c.)...	„	72,705	203,809	206,553	1,83,617	8,13,695	11,27,673
Tea	lbs.	5,412,232	4,851,782	6,276,239	36,03,606	32,96,691	44,51,044
Toys and Requisites for Games ...	value.	.....	.....	.....	14,02,170	14,98,220	16,01,895
Umbrellas	No.	4,020,744	3,965,877	4,169,167	34,43,671	32,60,421	37,40,136
Wood, Timber	tons.	18,810	19,156	17,137	10,00,999	10,08,419	7,91,850
„ Other Sorts, including woodenware	value.	.....	.....	.....	5,78,639	5,19,524	4,99,406
Wool, Raw...	lbs.	4,643,396	4,294,506	2,829,560	12,55,911	11,72,526	9,97,876
„ Piece Goods	yards.	10,487,638	12,167,476	14,186,683	1,05,60,979	1,23,29,442	1,36,99,329
„ Shawls, Braids, &c.	value.	.....	.....	.....	40,74,193	50,46,223	44,16,074
All other Articles	„	.....	.....	.....	1,58,31,492	1,54,56,470	1,77,21,180
Total Value Rs....		.....	.....	.....	67,11,50,037	68,68,95,340	67,24,72,853

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1889, 1890, and 1891.

ARTICLES.	Quantities.			Value.		
	1889.	1890.	1891.	1889.	1890.	1891.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	229,590	277,352	187,298	1,33,81,854	1,74,11,121	1,16,06,714
Cotton—Raw ... ... „	6,225,748	6,668,691	5,052,996	18,05,14,057	19,56,19,512	12,75,55,925
„ Twist and Yarn ... ... lbs.	140,222,956	159,200,683	165,339,472	5,72,71,833	6,27,82,006	6,01,31,636
„ Piece Goods ... ... yards.	57,969,890	64,547,688	68,436,319	89,72,454	98,18,794	1,06,38,852
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	8,12,213	11,70,432	13,61,625
Coir, Unmanufactured ... ... cwts.	13,824	20,391	24,705	94,356	1,43,604	1,72,818
„ Manufactured (excluding Cordage). „	255,792	220,374	286,962	22,85,793	19,45,419	24,97,271
Dyeing and Colouring Materials—						
Indigo ... ... „	151,881	157,897	114,782	4,06,77,186	4,03,88,768	2,89,48,369
Myrabollams ... ... „	772,784	654,168	644,966	30,72,926	28,64,049	31,44,652
Cutch and Gambier ... ... „	242,736	181,107	170,332	35,41,914	27,52,744	26,20,558
Other sorts ... ... „	71,753	85,871	53,328	2,76,243	3,82,096	4,22,679
Grain and Pulse—						
Rice in the Husk ... ... „	302,206	474,786	400,821	5,95,920	9,94,419	8,20,778
„ not in the Husk ... ... „	26,053,820	32,091,797	31,445,889	9,63,38,313	11,97,75,836	11,87,92,206
Wheat ... ... „	14,792,191	13,631,878	28,162,478	6,30,69,714	5,75,53,572	13,04,77,761
Other Sorts ... ... „	1,618,707	1,941,818	2,790,615	56,50,111	65,53,215	86,97,768
Hides and Skins—						
Hides ... ... „	633,407	552,684	626,673	2,34,66,027	2,07,25,549	2,41,53,337
Skins ... ... „	204,142	227,293	249,291	2,37,34,854	2,44,06,520	2,71,33,416
Jute—Raw... ... ... „	10,337,827	11,658,813	10,877,467	8,47,96,950	8,12,29,067	7,54,66,415
„ Gunny Bags ... ... No.	101,730,738	84,574,864	114,141,267	2,45,94,215	2,03,29,556	2,25,32,168
„ Cloth ... ... yds.	40,642,303	27,958,169	36,099,018	42,43,369	28,02,889	2,94,0815
„ Other Sorts ... ... cwts.	18,790	21,963	3,404	2,65,181	2,69,658	43,070
Lac—Shell, Button, Stick, &c. ... „	88,010	136,370	141,070	44,43,222	74,08,413	72,88,880
Opium ... ...chests.	87,613	84,429	86,684	10,64,89,573	9,25,14,978	9,34,63,632
Oils ... ... {gallons	4,403,995	4,096,272	5,036,140	53,99,272	52,58,621	58,23,717
... ... { cwts.	54,432	45,156	57,198			
Provisions.... ... ... value.	.....	.....	.....	62,25,654	63,26,784	71,97,707
Spices ... ... lbs.	23,885,175	23,466,671	21,931,907	50,34,239	45,47,775	40,20,384
Saltpetre .... cwts.	411,319	381,892	398,195	39,92,691	36,98,292	37,10,339

Seeds—						
Linseed ... ... ,,	7,733,330	6,980,480	11 095,750	5,12,29,436	4,36,36,541	6,82,71,740
Rape ... ... ,,	3,940,072	1,609,360	2,809,521	2,70,73,667	1,04,67,579	1,82,00,416
Gingelly... ... ... ,,	1,853,594	1,788,795	2,106,918	1,38,93,325	1,31,53,015	1,55,13,358
Poppy ... ... ,,	512,483	630,902	639,102	38,94,490	44,54,869	42,01,213
Castor ... ... ,,	839,738	828,528	801,425	56,68,722	51,72,228	42,89,481
Groundnuts ... ... ,,	1,146,085	1,602,082	1,792,247	67,47,168	93,90,236	1,00,04,945
Other Sorts ... ... ,,	333,424	220,830	393,610	19,71,835	13,70,131	20,92,490
Silk, Raw ... ... lbs.	1,971,549	1,826,736	1,808,578	57,52,210	59,50,105	50,10,707
,, Piece Goods (including Silk mixed with other Materials) ... ... yds.	2,667,093	2,304,605	2,041,185	27,93,928	21,34,586	19,33,593
Sugar and Sugarcandy, Refined ... cwts.	222,291	27,344	34,919	20,63,172	3,73,206	4,39,641
,, Unrefined (Molasses, Goor, &c.)... ,,	1,288,109	670,044	992,137	76,19,565	31,66,071	48,09,453
Tea ... ... lbs.	98,849,302	109,855,660	1,18,454,502	5,07,41,250	5,30,44,081	5,92,72,140
Tobacco, Cigars, &c. ... ... ,,	7,524,210	8,360,911	7,378,794	11,04,912	13,76,223	12,49,712
Wood, Teak ... ... tons.	72,992	44,618	47,870	78,93,836	45,70,993	48,23,093
,, Other sorts (including woodenware.) value.	.....	.....	.....	9,12,460	11,45,067	13,29,663
Wool, Raw... ... ... lbs.	23,062,333	21,248,357	23,220,272	1,05,85,565	97,80,527	1,04,20,307
,, Manufactures of ... ... value.	.....	.....	.....	12 46,769	10,70,497	9,68,971
All other Articles ... ... ,,	.....	.....	.....	2,33,31,559	2,51,41,514	2,52,38,521
Total Value Rs....	.....	.....	.....	99,32,64,003	98,50,71,158	1,01,97,32,936
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,165,931	1,181,145	1,446,944	8,21,933	8,22,101	9,69,890
,, Piece Goods ... ... yds.	93,916,299	86,898,977	92,300,757	1,71,21,987	1,61,48,167	1,70,01,310
,, Shawls, Thread, &c.... ... value.	.....	.....	.....	5,72,644	5,85,095	6,21,524
Ivory, Unmanufactured ... ... lbs.	258,098	216,538	266,040	14,64,336	12,51,789	15,12,417
Metals ... ... cwts.	341,764	333,058	257,454	19,02,695	19,91,707	20,48,381
Silk, Raw ... ... lbs.	113,324	123,043	153,567	3,25,108	3,45,413	4,40,261
,, Piece Goods ... ... yards.	662,814	672,503	714,533	6,16,068	6,29,897	6,46,746
Spices ... ... lbs.	4,006,728	3,001,816	1,339,486	15,78,302	8,24,576	3,32,059
Sugar and Sugarcandy, Refined ... cwts.	208,099	146,222	150,838	27,80,089	18,73,789	17,98,824
Tea ... ... lbs.	2,157,710	2,802,514	3,110,156	19,47,835	24,79,387	29,46,358
Wool, Raw ... ... ,,	14,193,530	13,502,880	12,856,728	67,54,691	65,71,276	64,47,134
All other Articles ... ... value.	.....	.....	.....	83,22,836	82,03,287	87,33,062
Total Value Rs....	.....	.....	.....	4,42,08,524	4,17,26,484	4,34,97,966
Grand Total Rs....	.....	.....	.....	1,03,74,72,527	1,02,67,97,642	1,06,32,30,902

APPENDIX WW.—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1889, 1890, and 1891.

ARTICLES.		Quantities.			Value.		
		1889.	1890.	1891.	1889.	1890.	1891.
					Rs.	Rs.	Rs.
Apparel, (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	39,96,695	40,08,320	46,04,460
Arms, Ammunition, &c.	„	.....	.....	.....	6,28,923	6,30,754	4,41,671
Building and Engineering Materials...	„	.....	.....	.....	6,05,717	6,29,890	5,33,321
Cabinetware and Furniture ...	„	.....	.....	.....	4,64,810	5,07,540	5,35,505
Candles	lbs.	1,052,612	1,118,643	787,669	3,09,051	3,37,743	2,45,612
Clocks and Watches	No.	65,917	108,660	113,952	6,08,918	9,32,118	8,63,848
Coal, Coke and Patent Fuel ...	Tons.	573,297	536,218	578,445	1,29,10,690	1,07,24,693	96,75,288
Cotton—Twist and Yarn	lbs.	13,024,053	15,030,163	14,717,364	90,02,177	1,08,14,892	98,23,144
„ Piece Goods	Yards.	658,609,674	646,546,628	581,761,739	8,14,23,972	8,46,23,555	7,75,75,063
„ Shawls and Handkerchiefs ...	No.	11,211,805	12,556,487	9,215,076	11,75,193	13,06,807	9,57,575
„ Lace, Nets, Hosiery, &c. ...	value.	.....	.....	.....	16,06,130	16,34,360	18,48,291
Chemical Products and Preparations.	value.	.....	.....	.....	11,59,729	11,21,543	10,71,708
Drugs and Medicines	„	.....	.....	.....	19,90,915	20,98,779	21,22,989
Dyeing and Coloring Materials ...	„	.....	.....	.....	40,78,358	44,48,393	44,44,761
Earthenware and Porcelain ...	„	.....	.....	.....	7,32,981	6,59,915	8,32,334
Fireworks	„	.....	.....	.....	4,16,158	5,27,055	5,71,420
Glass	„	.....	.....	.....	33,63,712	33,52,194	37,52,746
Gums and Resins	cwts.	57,954	56,299	63,866	10,84,318	8,22,052	9,12,054

Hides and Skins—						
Hides ... ... No.	8,549	73,692	41,789	64,179	1,76,779	1,23,438
Skins ... ... „	369,763	614,531	629,203	3,25,865	4,74,342	5,55,975
Instruments and Apparatus ... value.	.....	.....	.....	9,79,869	9,77,948	11,33,710
Ivory, unmanufactured ... ... lbs.	381,035	469,774	480,798	20,73,015	27,82,215	28,66,597
Jewellery, &c. ... ... value.	.....	.....	.....	19,98,011	17,15,981	20,95,889
Leather (including Saddlery, &c.) ... „	.....	.....	.....	10,05,456	10,49,844	11,32,845
„ Boots and Shoes ... ... „	.....	.....	165,577	4,61,587	5,41,218	6,02,036
Liquors—Ale, Beer and Porter ...gallons	520,365	632,217	808,383	7,58,189	8,21,679	10,46,919
„ Spirits, Wines, &c ... ... „	432,775	410,245	406,628	29,92,151	29,73,139	29,26,246
Machinery and Millwork ... ... value.	.....	.....	.....	1,47,10,848	99,75,810	8,7,12,407
Matches, Lucifer and other ... „	.....	.....	.....	7,46,031	8,35,178	10,30,779
Metals,(excluding Hardware&Cutlery). Tons.	103,682	93,577	89,463	2,23,59,385	2,31,25,036	2,09,38,625
„ Hardware and Cutlery ... value.	.....	.....	.....	49,44,407	49,20,702	53,23,086
Oil (kerosine) ... ...gallons	10,538,744	16,098,960	14,156,764	49,44,048	71,95,743	60,11,283
„ other sorts ... ... „	559,619	689,919	700,303	7,58,608	9,38,969	9,58,348
Paints and Colors (excluding Painters' Materials) ... ... cwts.	89,788	78,241	58,518	8,95,130	10,49,160	10,29,359
Paper and Pasteboard ... ... value.	.....	.....	.....	21,53,058	21,54,676	25,70,996
Perfumery ... ... „	.....	.....	.....	2,27,907	1,79,162	1,90,812
Provisions ... ... „	.....	.....	.....	66,48,456	59,09,187	64,65,498
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,10,36,023	1,19,31,079	67,85,802
Silk, Raw ... ... lbs.	1,997,259	1,988,560	2,351,194	82,50,096	84,77,643	1,06,16,438
„ Piece Goods (including silk mixed with other materials) ... yards.	8,965,677	7,118,164	7,880,615	90,25,833	71,88,261	79,45,323
„ Goods (other sorts) ... ... value.	.....	.....	.....	1,35,826	1,37,830	1,53,934
Spices ... ... lbs.	11,330,090	10,769,120	13,878,002	37,71,504	27,25,076	25,31,959
Sugar, refined and unrefined ... cwts.	1,140,472	1,439,743	1,437,239	1,44,77,042	1,80,29,517	1,67,12,120
Tea ... ... lbs.	4,932,911	4,435,314	5,764,038	34,29,840	31,46,480	42,72,091
Tobacco, Cigars, &c. ... ... „	270,534	391,543	322,070	3,35,002	4,23,558	3,75,883
Umbrellas ... ... No.	993,355	933,610	1,053,790	9,34,012	8,92,107	10,91,134
Woollen Piece Goods ... ... yards.	4,232,909	5,726,198	7,031,574	43,51,692	57,86,450	68,23,675
„ Goods (other sorts) ... value.	.....	.....	.....	6,89,102	7,86,535	10,78,819
All other Articles... ... ... „	.....	.....	.....	1,83,81,414	1,71,33,240	1,85,16,028
Total value Rs....	.....	.....	.....	26,94,82,033	27,36,35,147	26,34,29,844

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1889, 1890, and 1891.

ARTICLES.	Quantities.			Value.		
	1889.	1890.	1891.	1889.	1890.	1891.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	27,319	18,998	21,326	14,42,798	10,59,470	12,30,979
Coir, manufactured and unmanufactured (excluding Ropes) ... „	64,365	45,108	53,487	5,27,355	3,58,193	4,30,351
Cotton—Raw ... ... „	4,787,469	5,158,891	4,061,526	14,10,79,462	15,55,47,551	10,23,97,694
„ Twist and Yarn .... lbs.	132,183,710	147,158,834	158,764,043	5,41,60,347	5,83,59,473	5,76,72,871
„ Piece Goods ... ... yards.	45,034,971	51,230,009	54,861,974	54,10,676	62,28,999	68,69,928
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	2,16,441	3,26,180	6,15,132
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	679,554	471,657	483,308	28,23,315	22,73,881	24,87,860
Other sorts ... ... „	14,051	15,298	21,860	12,20,581	10,67,905	11,54,295
Grain and Pulse—						
Rice ... ... „	695,247	759,254	543,392	36,92,173	38,99,319	28,67,657
Wheat... ... ... „	6,211,297	5,636,410	13,223,724	2,84,43,326	2,47,37,827	6,51,61,452
Other sorts ... ... „	748,003	1,126,053	1,446,459	27,29,392	39,83,303	47,03,695
Hides and Skins—						
Hides ... ... No.	394,796	207,906	199,543	12,32,416	8,50,708	8,22,400
Skins ... ... „	3,148,427	3,431,125	3,804,870	40,84,066	44,55,733	48,30,741
Oils ... ...gallons	121,422	129,703	106,961	3,24,280	3,79,847	3,19,463
Opium ... ...chests.	30,674½	26,953	30,229	4,05,01,632	3,18,32,268	3,47,71,837
Seeds—						
Linseed ... ... cwts.	2,150,275	2,533,498	4,682,623	1,48,01,572	1,64,66,988	3,03,23,641
Rape ... ... „	2,260,725	805,481	1,443,499	1,68,20,265	57,59,999	1,02,60,404

Gingelly	"	986,727	1,049,101	1,229,539	78,74,638	82,55,445	96,48,338
Poppy	"	316,518	406,679	373,333	24,79,996	29,31,187	24,95,513
Groundnuts	"	449,037	814,480	1,234,468	29,34,584	49,11,585	70,94,385
Other sorts	"	780,206	708,114	854,471	46,25,038	44,93,629	47,18,356
Spices	lbs.	6,415,503	4,916,081	4,763,645	13,50,905	10,60,750	11,16,929
Sugar, refined and unrefined ...	cwts.	26,058	21,465	29,408	2,54,584	2,52,865	3,19,884
Tea	lbs.	1,034,688	661,493	1,976,317	8,25,310	5,67,321	16,15,381
Tobacco, Cigars, &c.	"	4,112,377	6,199,087	5,642,600	5,39,838	7,77,278	7,00,633
Wool, Raw	"	16,978,722	15,395,805	15,373,168	81,09,690	72,82,738	70,48,759
Woollen Shawls	No.	7,050	3,783	3,793	2,65,596	2,19,312	1,68,136
All other articles	value.	.....	.....	.....	1,37,91,210	1,35,68,752	1,48,90,762
Total value Rs....		.....	.....	.....	36,25,61,486	36,19,08,506	37,64,37,476
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,097,630	1,065,688	1,374,165	7,73,115	7,27,471	9,11,244
" Piece Goods	yds.	88,698,247	81,703,441	85,882,375	1,63,48,335	1,54,00,850	1,60,35,301
" Shawls and Handkerchiefs ...	No.	1,676,253	1,654,689	1,870,943	3,45,556	3,70,333	3,69,240
" Lace, Thread, &c., ...	value.	.....	.....	.....	2,20,403	2,03,420	2,42,741
Gums and Resins	cwts.	32,579	33,541	32,174	10,02,614	6,78,293	5,91,550
Ivory, unmanufactured	lbs.	257,834	216,538	266,040	14,63,636	12,51,789	15,12,417
Provisions	value.	.....	.....	.....	11,61,249	11,45,355	9,94,610
Silk, Raw	lbs.	111,941	122,347	151,530	3,19,166	3,42,287	4,27,018
" Piece Goods (including silk mixed with other materials) ...	yards.	641,265	617,232	665,161	5,93,278	5,59,557	5,78,494
Sugar, refined	cwts.	205,060	142,928	145,078	27,36,923	18,28,909	17,26,492
Tea	lbs.	2,157,109	2,801,486	3,107,984	19,47,202	24,78,263	29,45,363
Wool, Raw	"	4,897,450	4,811,008	2,339,288	23,23,111	22,43,015	10,95,085
Woollen Piece Goods	yards.	332,487	395,092	475,865	3,30,487	4,06,192	5,30,086
" Shawls, &c.	value.	.....	.....	.....	1,98,961	1,25,886	2,10,645
All other articles	"	.....	.....	.....	71,41,274	63,13,550	62,07,246
Total value Rs....		.....	.....	.....	3,69,05,310	3,40,75,170	3,43,77,532
Grand Total Rs....		.....	.....	.....	39,94,66,796	39,59,83,676	41,08,15,008

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In Ballast.	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	2,642	795,959	1,204	1,753,401	3,846	2,549,360	1,550	542,036
1884-85 ...	2,453	778,102	1,223	1,806,072	3,676	2,584,174	1,202	355,406
1885-86 ...	2,420	774,335	1,330	1,964,393	3,750	2,738,728	1,202	504,410
1886-87 ...	2,371	733,683	1,379	2,065,503	3,750	2,799,186	1,167	438,299
1887-88 ...	2,579	778,568	1,389	2,160,852	3,968	2,939,420	1,144	324,374
1888-89 ...	2,354	625,375	1,351	2,157,769	3,705	2,783,144	1,219	317,873
1889-90 ...	2,416	619,901	1,355	2,200,273	3,771	2,820,174	1,194	385,225
1890-91 ...	2,091	510,976	1,570	2,480,276	3,661	2,991,252	1,352	324,452

CLEAR

1883-84 ...	3,562	1,272,182	1,570	2,243,395	5,132	3,515,577	685	68,884
1884-85 ...	3,104	1,119,824	1,445	2,113,509	4,549	3,233,333	595	64,257
1885-86 ...	3,112	1,197,915	1,585	2,323,214	4,697	3,521,129	565	58,159
1886-87 ...	3,153	1,205,159	1,568	2,331,240	4,721	3,536,399	671	54,198
1887-88 ...	3,164	1,135,446	1,532	2,360,937	4,696	3,496,383	816	67,583
1888-89 ...	2,856	896,598	1,567	2,487,854	4,423	3,384,452	816	75,124
1889-90 ...	2,854	905,306	1,627	2,623,030	4,481	3,528,336	853	73,459
1890-91 ...	2,717	772,693	1,831	2,870,715	4,548	3,643,408	793	66,438

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1883-84 *to* 1890 91.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
416	540,909	1,966	1,082,945	4,192	1,337,995	1,620	2,294,310	5,812	3,632,305
272	351,429	1,474	706,835	3,655	1,133,508	1,495	2,157,501	5,150	3,291,009
301	397,519	1,503	901,959	3,622	1,278,745	1,631	2,361,942	5,253	3,640,687
223	277,187	1,390	715,486	3,538	1,171,982	1,602	2,342,690	5,140	3 514,672
196	250,420	1,340	574,794	3,723	1,102,942	1,585	2,411,272	5,308	3,514,214
257	349,162	1,476	667,035	3,573	943,248	1,608	2,506,931	5,181	3,450,179
317	452,782	1,511	838,007	3,610	1,005,126	1,672	2,653,055	5,282	3,658,181
477	547,137	1,829	871,589	3,443	835,428	2,047	3,027,113	5,490	3,862,841

ED.

33	33,837	718	102,721	4,247	1,341,066	1,603	2,277,232	5,850	3,618,298
44	61,171	639	125,428	3,699	1,184,981	1,489	2,174,680	5,188	3,358,761
47	74,614	612	132,773	3,677	1,256,074	1,632	2,397,828	5,309	3,653,902
52	66,924	723	121,122	3,824	1,259,357	1,620	2,398,164	5,444	3,657,521
73	111,285	889	178,868	3,980	1,203,029	1,605	2,472,222	5,585	3,675,251
65	73,577	881	148,701	3,672	971,722	1,632	2,561,431	5,304	3,533,153
57	55,610	910	129,069	3,707	978,765	1,684	2,678,640	5,391	3,657,405
192	112,267	985	178,705	3,510	839,131	2,023	2,982 982	5,533	3,822 113

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency,

EN

YEAR.	WITH CARGOES.						IN	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	458	145,206	555	889,897	1,013	1,035,103	12	8,998
1884-85 ...	393	117,155	581	937,620	974	1,054,775	2	1,381
1885-86 ...	379	125,342	571	925,476	950	1,050,818	3	2,879
1886-87 ...	409	127,677	568	955,188	977	1,082,865	12	5,183
1887-88 ...	413	130,611	600	1,016,413	1,013	1,147,024	3	304
1888-89 ...	374	80,491	622	1,064,432	996	1,144,923	9	1,048
1889-90 ...	371	61,460	555	992,629	926	1,054,089	24	2,420
1890-91 ...	324	46 232	624	1,107,698	948	1,153,930	3	279

CLEAR

1883-84 ...	376	91,158	585	925,086	961	1,016,244	2	160
1884-85 ...	343	67,509	561	901,094	904	968,603	4	1,709
1885-86 ...	362	61,870	581	932,371	943	994,241	5	3,774
1886-87 ...	403	82,824	578	969,696	981	1,052,520	7	3,152
1887-88 ...	412	69,423	541	922,107	953	991,530	11	8,003
1888-89 ...	324	52,404	565	975,050	888	1,026,064	6	936
1889-90 ...	361	42,045	502	902,387	863	944,432	12	2,627
1890-91 ...	331	36,034	504	889,002	835	925,036	5	720

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1883-84 *to* 1890-91.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
78	109,133	90	118,131	470	154,204	663	999,030	1,103	1,153,234
61	85,258	63	86,639	395	118,536	642	1,022,878	1,037	1,141,414
53	82,792	56	85,671	382	128,221	624	1,008,268	1,006	1,136,489
40	57,522	52	62,705	421	132,860	608	1,012,710	1,029	1,145,570
30	40,763	33	41,067	416	130,915	630	1,057,176	1,046	1,188,091
19	26,323	28	27,371	383	81,539	641	1,090,755	1,024	1,172,294
20	30,024	44	32,444	395	63,880	575	1,022,653	970	1,086,533
19	29,748	22	30,027	327	46,511	643	1,137,446	970	1,183,957

ED.

17	20,800	19	20,960	378	91,318	602	945,886	980	1,037,204
32	51,367	36	53,076	347	69,218	593	952,461	940	1,021,679
36	63,974	41	67,748	367	65,644	617	996,345	984	1,061,989
33	55,045	40	58,197	410	85,976	611	1,024,741	1,021	1,110,717
48	89,248	59	97,251	423	77,426	589	1,011,355	1,012	1,088,781
29	51,967	35	52,903	330	53,340	594	1,027,017	923	1,078,967
21	30,570	33	33,197	373	44,672	523	932,957	896	977,629
25	39,606	30	40,326	336	36,754	529	928,608	865	965,362

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	65	115,744	23	5,763	17	2,007
February	50	83,679	27	5,372	13	1,245
March	60	109,088	22	2,251	14	1 157
April	58	105,210	14	1,845	16	1,781
May	56	95,163	5	1,513	25	2,296
June	51	98,496	2	2,037	5	606
July	51	86,705	...	...	...	...
August	32	56,461	2	1,049	6	819
September	49	90,180	3	2,193	27	2,470
October	53	95.971	14	2,736	30	3,139
November	45	79,790	19	1,603	54	4,504
December	39	66,315	50	6,004	54	4,588
Total	609	1.082.802	181	32,366	261	24,612

CLEAR

January	43	80,556	22	2,271	27	2,488
February	43	75,550	22	2,362	41	4,007
March	44	77,558	24	2,897	11	1,262
April	78	136,452	34	4,209	8	682
May	103	174,690	6	687	12	1,576
June	99	170,905	2	826	...	...
July	49	90.125	...	...	...	...
August	38	67,312	...	...	7	996
September	36	65,328	2	691	14	1,584
October	38	66,046	6	906	5	559
November	31	65,494	7	904	16	1,557
December	41	47,348	14	1,383	31	3,078
Total	643	1,117,364	139	17,136	172	17,789

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast from and to Foreign Presidency during the year 1891.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
...	...	1	76	...	...	105	123,514	1	76
...	...	...	...		...	90	90,296	...	...
4	5,579	...	...	...	...	96	112,496	4	5,579
17	28,132	...	...	...	...	88	108 836	17	28,132
53	83,810	...	...	...	...	86	98,972	53	83,810
41	66,321	...	...	...	...	58	101 139	41	66,321
5	10,440	...	...	...	...	51	86,705	5	10,440
2	5,281	...	...	...	...	40	58,329	2	5,281
2	4,189	...	...	...	...	79	94,843	2	4,189
...	...	...	...	1	125	97	101,846	1	125
2	3 302	...	...	.	...	118	85,897	2	3,302
3	7,508	...	...	...	...	143	76,907	3	7,508
129	214,562	1	76	1	125	1,051	1,139,780	131	214,763

ED.

6	9,712	...	...	1	31	92	85,315	7	9,743
1	1,498	...	...	...	...	106	81,919	1	1,498
2	2.252	...	...	...	...	79	81,717	2	2,252
2	2,469	...	...	...	...	120	141,343	2	2,469
3	2,835	...		...	...	121	176,953	3	2,835
...	...	1	1,024	...	...	101	171,731	1	1,024
...	...	...	...	...	...	49	90,125	...	...
2	2,652	...	...	2	236	45	68,308	4	2,888
4	7,569	...	...	1	91	52	67,603	5	7,660
3	5,886	...	...	...	...	49	67,511	3	5,886
3	6,437	...	...	...	...	54	67,955	3	6,437
...	...	...	...	...	...	86	51,809	...	...
26	41,310	1	1,024	4	358	954	1,152,289	31	42,692

STATEMENT showing the Exports by Sea, of Bombay Manufactured Piece Goods and Yarns since 1878.

Years Ending 31st Dec.	Grey and White Piece Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1878	26,749	41,360,798	No Records.	2,826	4,785,671	29,575	46,146,469	10,649,185	91,684	33,116,349
1879	34,045	53,357,406	Do.	2,555	4,748,350	36,600	58,105,756	13,419,343	89,667	32,833,123
1880	32,705	54,164,246	Do.	2,380	4,663,476	35,085	58,827,722	13,586,079	115,434	42,618,335
1881	27,777	49,081,034	Do.	2,219	5,174,794	29,996	54,255,828	12,530,214	119,590	44,100,909
1882	34,798	56,986,687	Do.	2,405	5,369,753	37,203	62,356,440	14,401,025	140,486	53,115,882
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported between 1883 and 1887.

Exports of Bombay Manufactured Yarns by Sea and Rail Reduced to Bales of 400 lbs. each.

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1877.....	28,516	142	28,658	34,512	63,170	17,258	80,428
1878.....	45,933	1,745	47,678	35,113	82,791	13,938	96,729
1879.....	45,530	4,842	50,372	31,711	82,083	11,072	93,155
1880.....	63,194	4,527	67,721	38,825	106,546	14,092	120,638
1881.....	61,783	7,378	69,161	41,092	110,253	14,333	124,586
1882.....	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883.....	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884.....	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885.....	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886.....	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887.....	205,158	39,730	244,888	47,799	292,687	3,451	296 138
1888.....	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889.....	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890.....	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891.....	365,038	10,939	375,977.	78,136	454,113	9,147	463,260

* Compiled from returns received from the Railway Companies.

EXPORTS OF BOMBAY MANUFACTURED PIECE GOODS AND YARNS FROM BOMBAY PORT ONLY.

From Official Returns.] 1890-91. [*Years ending 31st March.*

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees	Percentage.
	Millions of			Goods.	Yarns					Goods.	Yarns		
	Yards.	lbs.	lbs.	%	%	Millions of lbs.	Percentage %	Goods.	Yarns.	%	%		%
Foreign Ports	54·34	*12·54	158·39	29.38	84·09	170·93	73·98	67·00	614·14	26·83	83·01	681·14	68·83
Indian Ports	42·82	*9·89	23·04	23·15	12·24	32·93	14·26	59·88	96·67	23·98	13·06	156·55	15·83
Up-country by Rail	*87·79	20·26	6·91	47·47	3·67	27·17	11·76	122·79	28·98	49·19	3·93	151·77	15·34
Total Indian...	130·61	30·15	29·95	70·62	15·91	60·10	26·02	182·67	125·65	73·17	16·99	308·32	31·17
Grand Total...	184·95	42·69	188·34	100·00	100·00	231·03	100·00	249·67	739·79	100·00	100·00	989·46	100·00
1889-90.													
Foreign Ports	46·54	*10·74	132·03	26·71	85·85	142·77	73·58	55·77	537·31	24·71	85·00	593·08	69·14
Indian Ports	40·35	*9·31	19·19	23·16	12·48	28·50	14·69	53·76	83·59	23·82	13·22	137·35	16·01
Up-country by Rail	*87·34	20·17	2·57	50·13	1·67	22·74	11·73	116·42	11·19	51·47	1·78	127·31	14·85
Total Indian...	127·69	29·48	21·76	73·29	14·15	51·24	26·42	169·88	94·78	75·29	15·00	264·66	30·86
Grand Total...	174·23	40·22	153·79	100·00	100·00	194·01	100·00	225·65	632·09	100·00	100·00	857·74	100·00

* Assuming 4·33 yards to be equal to 1 lb. and vice versa. The value of Goods and Yarns sent up-country by Rail has been based on the export value.

1888-89.

Foreign Ports	57·56	*13·06	123·02	32·69	86·04	136·08	74·19	72·11	497·12	33·81	85·40	570·23	71·51
Indian Ports	39·05	*9·01	17·81	22·18	12·45	26·82	14·62	*47·42	31·98	21·79	12·90	122·10	15·31
Up-country by Rail	*79·46	18 35	2·15	45·13	1·51	20·50	11·19	95·97	9·05	44·40	1·70	105·02	13·18
Total Indian...	118·51	27·36	19·96	67·31	13·96	47·32	25·81	143·09	84·03	66·19	14·60	227·12	28 49
Grand Total...	176·07	40·42	142·98	100·00	100·00	183·40	100·00	216·20	581·15	100·00	100·00	797·35	100·00

1887-88.

Foreign Ports	55·12	*12·72	108·52	35·65	85·17	121·24	74·34	67·20	389·69	37·40	84·39	456·89	71·24
Indian Ports	32·85	*7·58	16·63	21·24	13·05	24·21	14·84	40·60	64·37	22·60	13·94	104·97	16·37
Up-country by Rail	*66·65	15·38	2·26	43·11	1·78	17·64	10·82	71·85	7·56	40·00	1·67	79·41	12·39
Total Indian...	99·50	22·96	18·89	64·35	14·83	41·85	25·66	112·45	71·93	62·60	15·61	184·38	28·76
Grand Total...	154·62	35·68	127·41	100·00	100·00	163·09	100·00	179·65	461·62	100·00	100·00	641·27	100·00

* Assuming 4·33 yards to be equal to 1 lb. and vice-versa. The value of Goods and Yarns sent up-country by Rail has been based on the export value.

Foreign Countries to which Grey Cotton Piece Goods of Bombay Manufacture have been exported since 1884-85.

FROM GOVERNMENT RETURNS) (*Years ending* 31*st March.*

Descriptions.	To	In Millions of yards (0000's omitted).						
		1890-91.	1889-90.	1888-89.	1887-88	1886-87.	1885-86.	1884-85.
T. Cloths ...	Mozambique	1·84	1·86	1·90	1·84	·65	1·20	1·18
	Zanzibar	2·54	2·09	1·79	1·59	·79	·42	·44
	Aden	·39	·25	·16	·20	·23	·15	·35
	China—Hongkong	...	·02	·42	·04	·01	·09	·21
	Do. Treaty Ports*	3·80	1·21	7·89	2·22	2·62	2·95	2·28
	Mekran and Sonmiani	·11	·10	·10	·08	·08	·17	·16
	Other Countries	·97	·89	·38	·20	·16	·16	·20
	Total ...	9·65	6·42	12·64	6·17	4·54	5·14	4·82
Sheetings ...	Abyssinia	1·63	1·37	·64	·55	2·28	·76	·89
	Mozambique	5·03	5·11	4·59	5·04	2·32	2·84	3·44
	Zanzibar	14·09	9·98	8·94	9·73	9·66	4·67	3·36
	Aden	·92	1·32	1·97	1·42	·43	·96	2·24
	Arabia	·57	·44	·72	·43	·35	·43	·30
	Other Countries	·36	1·06	·91	·62	·25	·41	·21
	China—Treaty Ports*	·80	...	1·28				
	Total ...	23·40	19·28	19·05	17·79	15·29	10·07	10·44
Domestics ...	Aden	5·95	9·20	7·98	11·81	8·14	8·57	10·11
	Arabia	·54	·09	·20	·20	·09	·33	.39
	Other Countries	·02	·05	·09	·13	·09	·04	·05
	Total ...	6·51	9·34	8·27	12·14	8·32	8·94	10·55

Drills and Jeans...	Zanzibar...	.....	·11	·04	·80	·65	·46	·44
	Aden	.....	...	...	·03	.....	.....	·11
	Other Countries	·05	·08	·06	·03	·04	·09	·24
	Total...	·05	·19	·10	·86	·69	·55	·79
Long Cloths ...	Abyssinia	2·04	·48	·32	2·40	2·70	1·50	·67
	Mozambique	·11	·49	1·05	·97	·43	·56	·60
	Zanzibar...	·44	·24	·54	·83	·65	·75	·36
	Aden	3·98	2·78	3·67	5·66	1·98	2·50	2·70
	China—Treaty Ports*... ...	·28	·02	4·65	1·86	.....†	.....†	.....†
	Arabia	·82	·43	·97	·72	·49	·72	·35
	Persia	·35	·51	·60	·46	·21	·32	·25
	Straits	·08	·09	·13	·15	·01	·12	·16
	Turkey in Asia...	1·19	1·47	1.33	1·36	1·00	1·22	·64
	Egypt	1.04	·43	·24	·21	·47	·15	·03
	Other Countries	·02						
	Total...	10·35	6·94	13·50	14·62	7·94	7·84	5·76
Chudders... ...	Aden	·11	·12	·13	·11	·07	·06	·12
	Other Countries	·21	·21	·15	·15	·23	·14	·11
	Zanzibar...	·79	·80	·22	·30			
	Total...	1·11	1·13	·50	·56	·30	·20	·23
Dhooties	Aden	.....	...	...	.....	.....	.....	·13
	Other Countries	·03	·03	·03	·14	·04	·01	·03
	Total...	·03	·03	·03	·14	·04	·01	·16
Other Sorts... ...	Total...	·20	·19	·19	·11	·22	·16	·04
	Grand Total...	51·30	43·52	54·28	52·39	37·47	32·93	32·79

* Almost entirely to Shanghai. † Included with "other countries."

Descriptions of Grey Cotton Piece Goods of Bombay manufacture exported to Foreign Ports since 1884-85

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted.)						
	1890-91.	1889-90.	1888-89	1887-88.	1886-87.	1885-86.	1884-85.
T. Cloths	9·65	6·42	12·64	6·17	4·54	5·15	4 82
Sheetings	23·40	19·28	19·05	17·79	15·29	10·06	10·44
Domestics	6·51	9·34	8·27	12·14	8·32	8·95	10·55
Drills and Jeans ...	·05	·19	·10	·86	·69	·56	·79
Long Cloths	10·35	6·94	13·50	14·62	7·94	7·84	5·76
Chudders	1·11	1·13	·50	·56	·40	·20	·23
Dhooties	·03	·03	·03	·14	·04	·01	·16
Other Sorts	·20	·19	·19	·11	·25	·16	·04
Total Million of Yards ...	51·30	43·52	54·28	52·39	37·47	32·93	32·79
Total Lakhs of Rupees ...	58·90	48·06	63·76	59·45	42·81	36·49	35·73

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1883-84.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted.)							
	1890-91.	1889-90.	1888-89.	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.
Mule No. 15s and under	41·26	31·87	23·61	28·82	26·52	22·96	19·33	14·02
„ „ 16s to 24s	115·72	99·11	98·90	79·37	62·14	52·96	43·52	32·75
„ „ 25s to 32s	·72	·39	·09	·01	·02	·08	·05	·02
„ „ 33s to 44s	·04	·04	·03	...	·02	·01	·01	...
Total ...	157·74	131·41	122·63	108·20	88·70	76·01	62·91	46·79
Water No. 20s and under	·23	·30	·09	·15	·21	·14	·16	·32
„ „ 21s to 30s	·09	·02	...	...	...	...	...	...
„ „ 31s to 40s	·02	...	...	...	...	...	...	...
Total ...	·34	·32	·09	·15	·21	·14	·16	·32
Colored Yarns ...Total ...	·30	·29	·30	·16	·18	·15	·12	·10
Total Yarns ...	158·38	132·02	123·02	108·51	89·09	76·30	63·19	47·21

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1883-84.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1890-91.	1889-90.	1888-89.	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.
Mule No. 15s. and under	Aden	1·28	1·14	·85	1·02	·86	1·03	·78	1·28
	Japan	·19	·06	1·29	·04	·17	·14	·16	·36
	China, Hongkong	30·45	28·24	19·27	26·22	25·30	21·49	18·29	12·26
	China, Treaty Ports*	9·10	2·25	2·10	1·44	·19	·30	·10	·12
	Other Countries...	·24	·18	·10	·10				
	Total ...	41·26	31·87	23·61	28·82	26·52	22·96	19·33	14·02
16s to 24s. ...	Aden	·38	·45	·31	·24	·29	·27	·29	·25
	Japan	11·50	22·18	21·42	17·20	9·08	6·93	6·34	5·59
	China, Hongkong	47·98	51·84	57·68	45·09	38·14	37·45	35·52	26·23
	China, Treaty Ports*	52·80	22·30	17·23	15·47	13·85	7·82	·92	·39
	Straits	1·81	1·31	1·48	1·37	·78	·49	·45	·29
	Other Countries	1·25	1·02	·78					
	Total ...	115·72	99·10	98·90	79·37	62·14	52·96	43·52	32·75
Above No. 24s. ...	Total ...	·76	·43	·12	·01	·04	·09	·06	·02
	Total Mule ...	157·74	131·40	122·63	108·20	88·70	76·01	62·91	46·79
Water	„ Water ...	·34	·33	·09	·15	·21	·14	·16	·32
Colored	„ Colored ...	·30	·29	·30	·16	·18	·15	·12	·10
	Grand Total ...	158·38	132·02	123·02	108·51	89·09	76·30	63·19	47·21
	Value in Lakhs of Rs.	614·14	537·31	497·12	389·69	324·04	268·85	234·00	182·71

* Almost entirely to Shanghai.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay—In thousands of Bales (000's omitted). *Years ending 30th June.*

Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1859	...	490	152	642			1875	1,345	1,285	20	1,305	135	1,440
1860	...	566	202	768	Max. up to t	Exports his year.	1876	1,073	980	35	1,015	147	1,162
1861	...	835	61	896	Americ	an War. In	1877	1,141	920	38	958	161	1,119
1862	...	911	8	919	'63 & '64	Bombay	1878	961	800	46	846	204	1,050
1863	...	867	3	870	import	ed Cotton	1879	832	652	64	716	181	897
1864	...	1,065	1	1,066	from	China.	1880	1,171	874	34	908	220	1,128
1865	...	1,187	14	1,201	42	1,243	1881	1,244	874	60	934	273	1,207
1866	...	1,277	5	1,281	46	1,328	1882	1,832	1,521	87	1,608	277	1,885
1867	...	1,030	48	1,078	47	1,125	1883	1,770	1,335	95	1,430	313	1,743
1868	...	1,225	56	1,281	48	1,329	1884	1,759	1,295	100	1,395	348	1,743
1869	...	1,115	50	1,165	49	1,214	1885	1,139	791	70	861	392	1,253
1870	...	967	39	1,006	50	1,056	1886	1,480	1,009	61	1,070	391	1,461
1871	1,085	1,002	48	1,050	52	1,102	1887	1,703	1,147	40	1,187	454	1,641
1872	1,151	1,079	34	1,113	53	1,166	1888	1,472	893	58	951	500	1,451
1873	978	917	34	951	67	1,018	1889	1,851	1,286	46	1,332	564	1,896
1874	1,311	1,192	25	1,217	83	1,300	1890	2,235	1,488	71	1,559	636	2,195
							1891	2,020	1,070	107	1,177	762	1,939

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1876 to 1891.

Year.	Cotton.	Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	Bales.	Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1876	984,191	64,902	2,683,189	416,256	351,510	1,210,313	170,561
1877	839,464	51,845	1,953,209	733,381	269,949	1,183,763	171,908
1878	726,484	64,259	682,878	550,292	426,970	236,153	269,898
1879*	641,457	65,667	480,261	223,414	534,837	120,148	152,627
1880*	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,411,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222

* Including transhipments in Harbour.

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